

Attachment J

Public Correspondence

Part 2 of 3

Planning/Sponsor Group Comments



HIDDEN MEADOWS COMMUNITY SPONSOR GROUP

11 October 2007

SUBJECT: Merriam Mountains Specific Plan, Draft Environmental Impact Report

At its public meeting held on 27 September 2007, the Hidden Meadows Community Sponsor Group reviewed the Merriam Mountains Draft Environmental Impact Report (DEIR). Present were representatives of Stonegate Merriam, LLC, and members of the public.

The discussion was organized into three segments: Significant Environmental Effects Which Cannot Be Avoided If The Proposed Project Is Implemented; Significant Environmental Effects Of The Proposed Project Which Can Be Mitigated; and Environmental Effects Found Not to be Significant.

The following are the findings of our review:

Significant Environmental Effects Which Cannot be Avoided If The Proposed Project Is Implemented

2.1 Air Quality. One of the potential effects of increased respirable and fine particulates is silicosis. Further assessment of the risk of this disease is requested. Additionally, Health Risk Assessments should be determined for all particulates, including any that are airborne during the construction phase, include both acute and chronic impacts on a cross section of populations in the community. These analyses should include impacts on children, adults, and seniors, and consider both healthy (actively engaging in strenuous activity, such as running), and individuals with pre-existing pulmonary conditions, such as asthma, restricted airways, and those using oxygen daily.

The Air Quality Technical Report, p.16 states "If a project has the potential to result in emissions of any TAC or HAP with result in a cancer risk of greater than 1 in 1 million without T-BACT, 10 in 1 million with T-BACT, or health hazard index of one or more, the project would be deemed to have potentially significant impact."

Of concern is a statement on p. 37 of the same document stating that "This [mitigation] measure will reduce emissions of criteria pollutants but would not

reduce emissions below a level of significance." Page 38 continues with "Even with application of best management practices and emission reduction measures, emissions of criteria pollutants during construction exceed the significance thresholds." Again on page 53 "Despite implementation of these measures to reduce emissions associated with construction, the construction impacts would remain significant [on air quality]."

If any of our requested analyses reach these thresholds we request the project be declared unsafe, and not be permitted in the proposed configuration. The proponent would need to reconfigure the project to ensure that these findings in these analyses remained below the stated indices.

2.2 Transportation/Traffic. Increased traffic anticipated by this project represents one of the most significant impacts identified by our review. There continues to be concern relative to the capacity of Deer Springs Road and the I-15 intersection to accommodate the anticipated traffic load created by this project even with the proposed mitigation. In addition, there was no analysis in the DEIR of the anticipated surge in traffic load in the event of an evacuation due to fire or other disaster.

An assessment of the need for a traffic light at the intersection on Champagne Boulevard and Lawrence Welk Drive is requested. Additional load on I-15 has encouraged drivers to circumvent traffic by using Champagne Boulevard making it dangerous for drivers to enter or exit to Champagne Village. This project would potentially increase the use of this route.

These are very important issues and we requested each and every component of the impact of traffic be thoroughly assessed against the GP2020 Circulation Element.

Attachment A is a written statement presented to the Sponsor Group by Thomas J. Francl.

2.4 Noise. We request any major noise-producing operations occur only from 8am- 6pm, Monday through Friday, and not 24-hours a day/7days a week.

Significant Environmental Effects Of The Proposed Project Which Can Be Mitigated

3.3 Hazards and Hazardous Materials. A basic assumption of the fire protection and medical response plan is that emergency vehicles could reach the furthestmost locations of the project within a 5 minute response time. There is no definition of what defines response time; is it when the call first comes in, when the wheels begin to roll on the emergency vehicle, when the vehicle arrives at the emergency location, or when emergency personnel are deployed at the

emergency site? Further, there were no data provided in the DEIR or its appendices which supported the anticipated 5 minute response time. Since there are relatively severe slopes and numerous turns in the development's circulation system, it's assumed emergency vehicles could not sustain a constant speed and, therefore, any study of response time should factor this into its analysis. The 5 minute response assumption is important because if the actual response time is significantly greater then a fire station would need to be built in the development.

There is no statement concerning an evacuation plan from the development. The potential surge in evacuation traffic could potentially overload roadways in the development as well as surrounding roads, especially the I-15 intersection when traffic from surrounding communities would be moving in the same direction.

Environmental Effects Found Not To Be Significant

4.1.2 Utilities and Public Services. With the impending water cutbacks anticipated in San Diego, it seems naïve to assume that whatever the water needs are for a development of this magnitude they would be met.

For developments over 500 units the law requires the local water agency to certify adequate water availability for a period of 20 years. Local water agencies in San Diego County must get that certification from the San Diego County Water Authority and they, in turn, must get the certification from the Metropolitan Water District (MET). MET gets much of their supply from the State Water Project with water that comes through the Sacramento-San Joaquin Bay Delta.

On August 31, a federal judge in Fresno found that the pumps in the delta would have to be cut back to save an endangered fish, the Delta Smelt. A similar ruling is anticipated to protect the Salmon. MET has indicated that the cutbacks could slash Southern California's water by 30% next year.

It is almost certain that all water districts in the county will be ordering a cutback in agricultural water by 30 % starting in January 2008 at the direction of MET, and prospects for the future show no near term improvements. It could get worse and industrial and residential cutbacks are also possible. Solutions to the delta problem could take years to implement.

MET has, in the past, indicated they have an adequate 20-year supply of water. It is highly unlikely they will certify that supply currently. If not, this should limit large developments from being approved.

This should be a consideration in this DEIR.

We request a purple pipe infrastructure for the use of recycled water for landscape be created for this development, and that landscaping should be with drought tolerant species, with only a certain percentage of each property allowed to be high water-consuming plants, such as lawns. And in addition, the solar power on the 20% of homes mentioned should be provided as "plug and play", so that not only are the homes wired for solar, they are equipped and actively using the system.

Thank you for the opportunity to provide these comments.

Submitted by,

Robert H. Frey

Signing Field

Attachment A

Sponsor Group Comments, 9/27/07

Merriam Mountains Project

Transportation/Traffic EIR

This report deserves to be on the NY Times Bestseller List for Fiction because it is a study of how to make statistics say anything you want.

Case in point

In Table 2.2-14 on page 2.2-66, the report states that the Residential/Commercial/Industrial project will generate 35,526 ADTs. It goes on to state that only 2,341 of those trips will occur during the morning rush "hour" and only 3,537 will occur during the evening rush "hour". When do the other 83% occur? Given the law of average travel patterns, non rush hour trips will be in excess of 2,000.

The table also states that only 366 residents will be leaving the project during the morning rush hour. I find it hard to believe that less than 14% of the residents need to go to work or take their kids to school.

These estimates are drastically out of reason.

Case in point

Existing road conditions in the project area are currently rated at LOS-F & LOS-E. If you travel this area in the morning or evening rush, you can understand why this level of service is unacceptable.

It's been reported that the developer expects to spend \$30M to improve these roadways so that the roadways will improve to LOS-C or LOS-D after the project is completed. I suggest that this plan is unattainable even under the best of circumstances especially when you consider that the plan is based upon the erroneous estimates in Table 2.2-14 and the fact that the LOS averages do not take hourly volumes into consideration.

Real issue

What this transportation plan is lacking is an analysis of how those 2,700 property owners are going to get out of the project in the morning and how they'll get home in the evening. The plan should expect that EVERY dwelling will generate at least one if not two trips during these peak times given that the majority of households would have two income earners or kids in school.

Without boring you with the mathematics, during a morning rush of two hours in length, one should expect 5,400 trips out of the project. Add to that another thousand or two generated by the commercial areas. This amounts to 7,000 vehicles leaving the project via the project's two main exits which amounts to ONE PER SECOND over the two hour period!

It is physically impossible to move that many cars through two intersections that fast even if they were all driven by Mario Andretti clones. It takes the average driver at least double or triple that amount of time.

That means that even on a good day, only half or a third of these commuters can get through the intersections quickly. Further complicating this formula is the fact that these 7,000 commuters do not have the road to themselves. Opposing traffic on Deer Springs Rd. currently generates 4,000 vehicles during this two hour window according to this plan. This existing traffic load is afforded 45 seconds out of each minute by the traffic lights. When these two opposing forces collide at the project's exits, imagine the chaos. Project traffic demand added to existing demand results in a need to squeeze 180 seconds out of every minute. I've estimated that at the end of this two hour AM rush period, there will still be 3,000 cars in line waiting to get out of the project. Where's Sir Issac Newton when you need him?

I won't even provide an analysis of the evening rush but it looks to me like a two mile back up at the Deer Springs exit.

Two solutions

1. Limit the project size to the limits demanded by the laws of physics. That size calculates out at 500 residences without a commercial area.
2. Construct a dedicated freeway interchange for the project one mile north of Deer Springs Rd. Dedicated ramps with no opposing traffic can handle these expected traffic volumes.

Submitted by,

Thomas J. Franci



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OCT 05 2007

COUNTY OF SAN DIEGO • DEPARTMENT OF PLANNING AND LAND USE

PLANNING GROUP ACTION ON PROJECT (Case Number)

TM 5381

M-264

The BONSALL SPONSOR GROUP Group at their meeting on _____
 Evaluated the following issues and provided comments as applicable:

A. Results of your Groups evaluation of the project including the following:

- The completeness and accuracy of the Project Description
- Issues of concern in the project vicinity
- Consistency with the community character
- Potential inconsistencies with your Community Plan
- Specific concerns regarding project design, planning or environmental issues (e.g., traffic, biology, archaeology, noise)

PRESENTATION ONLY

B. The BONSALL SPONSOR Group ☐ did OR ☒ did not make a formal recommendation, approval or denial on the project at this time. (Please consider the direction provided by the Project's DPLU Project Manager.)

If a formal recommendation was made, please check the appropriate box below:

MOTION: ☐ Approve with/without Conditions ☐ Deny ☐ Continue

VOTE: _____ Yes _____ No _____ Abstain

BY: Margaret Morgan Position Chair Date 10/2/07

Conditions/Recommendation

RECEIVED

FEB 09 2007

San Diego County

DEPT. OF PLANNING & LAND USE

COUNTY OF SAN DIEGO

DEPARTMENT OF PLANNING

TM5381RPL3

S04-035

W. Stock

PLANNING GROUP ACTION ON PROJECT (Case Number)

The Bonsall Group at their meeting on 2/6/07
 Evaluated the following issues and provided comments as applicable:

A. Results of your Groups evaluation of the project including the following:

- The completeness and accuracy of the Project Description
- Issues of concern in the project vicinity
- Consistency with the community character
- Potential inconsistencies with your Community Plan
- Specific concerns regarding project design, planning or environmental issues (e.g., traffic, biology, archaeology, noise)

MOTION WAS TO DISAPPROVE OF THE
 SITE PLAN
 SUBMITTED IN LINE WITH THE ATTACHED
 COMMENTS.

B. The BCSG Group ☒ did OR ☐ did not make a formal recommendation, approval or denial on the project at this time. (Please consider the direction provided by the Project's DPLU Project Manager.)

If a formal recommendation was made, please check the appropriate box below:

MOTION: ☐ Approve with/without Conditions ☒ Deny ☐ Continue

VOTE: 5 Yes No Abstain

BY: C. Dan Position V-CHAIR Date 2/6/07

Conditions/Recommendation

BONSALL COMMUNITY SPONSOR GROUP

January 2, 2007 CONTINUED TO FEBRUARY 6, 2007 MEETING

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FEB 09 2007

Project: TM5381 RPL3; SP04-006; GPA 04-006; S04-035; Merriam Mountains, San Diego County
Stonegate DEPT. OF PLANNING & LAND USE

This iteration of the project that formally started in 2004 mainly seems to be a "new" site plan, but in reality it seems to be just another cosmetic iteration of an extremely bad project. The Bonsall Sponsor Group has never felt comfortable with this project; the site plan presented only leads to the increase of our level of discomfort. We have extensively described our items of displeasure with this project; they are all still valid, and are on file. Attached are the original still valid comments of the BCSG's chair to The General Plan Amendment Report.

The big objections to this project can be summed up with the phrases: lack of adequate infrastructure, too much density, and a degradation of community character.

We have previously stated more detailed objections such as:

1. The proposed project will eliminate a needed green and ecological belt between the cities of San Marcos and Escondido and the more rural areas of North County.
2. Major highway arteries do not provide sufficient capacity to even come close to allow the validation of the project.
3. The project is an affront to community character of both Twin Oaks and Bonsall. The proposed housing density is just too far out of line, and does not meld with the character of surrounding living conditions exhibited for the existing residents.
4. The viewshed of the I-15 corridor will be severely impacted despite applicants protestations to the contrary.
5. We think it's a tremendous show of unwarranted guile for a developer to suggest rewriting changes into a community's general plan without approval of the community, and we also object to arbitrarily changing the existing EDA and CUDA areas.
6. Five separate school districts are described to be in line to serve the proposed project. This is absurd, and would go against establishing any kind of educational uniformity and cost savings within the project. Why is not one school system singled out to serve a project of this nature?
7. It is noted that the developer now wants to increase the housing density to 2700 units. Previously we were looking at 2391 dwelling units with an additional 239 units of affordable housing (whatever that is), or 2630 units. What's next? Hong Kong density where thousands of people can be crowded on an acre.

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January 2, 2007

8. The project is served by major transportation infrastructure i.e. I-15, Deer Springs Road, Highway 78 and a future Sprinter Rail Line. Level of service on all roads listed surrounding the projects is a disaster. What will be the project proponents responsibility to construct the necessary infrastructure to improve the level of service?
9. Major arguments have arisen concerning the adequacy of fire protection arrangements that the proponent has proposed for the development. There does not seem to be any way to resolve these concerns.

The site plan presented upon examination only reinforces the opinion as to how disastrous and out of place a project of this nature would be to the area. The many problems in evidence are immitigable. Project proponent obviously wants to set down a small piece of Orange County right in the middle of the Merriam Mountains; it's simply the wrong place for such an appalling out of area character development. Where are the property rights of the surrounding residents being recognized in not have their lives so severely and negatively impacted?



C.T. Davis
Vice-Chair, Bonsall Sponsor Group

RECEIVED

FEB 13 2006

San Diego County

DEPT. OF PLANNING & LAND USE

COUNTY OF SAN DIEGO •

DEPARTMENT OF PLANNING AND LAND USE

PLANNING GROUP ACTION ON PROJECT (Case Number) SP04-006

The Bonsall Community Spc. Group at their meeting on Feb. 7, 2006
 evaluated the following issues and provided comments as applicable:

A. Results of your Group's evaluation of the project including the following:

- ☒ The completeness and accuracy of the Project Description
- ☒ Issues of concern in the project vicinity
- ☒ Consistency with the community character
- ☒ Potential inconsistencies with your Community Plan
- ☒ Specific concerns regarding project design, planning or environmental issues (e.g., traffic, biology, archaeology, noise)

NOTE ATTACHED PAPERWORK.

B. The BONSALL Group ☒ did OR ☐ did not make a formal recommendation, approval or denial on the project at this time. (Please consider the direction provided by the Project's DPLU Project Manager.)

If a formal recommendation was made, please check the appropriate box below:

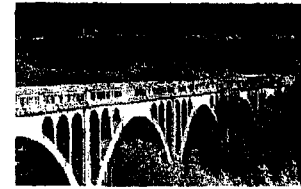
MOTION: ☐ Approve with/without Conditions ☒ Deny ☐ Continue

VOTE: 6 Yes 0 No Abstain

BY: C. T. Davis Position V-CHAIR BCSG Date 2/7/06

Conditions/Recommendation

MOTION TO REJECT THIS ITERATION OF THE PROJECT.

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Trail Heads that are called out per project plan are not part of our Board Of Supervisors Approved Community Trail Plan. The proposed Trail Head in the area will not be supported by the Trails Committee of the Community or the Bonsall Community Sponsor Group as this brings non- residential people into a residential neighborhood on a two lane road that will by the applicants statements in this document increase traffic.

**Margarette Morgan, Chair
Bonsall Community Sponsor Group**

Page 5



<http://www.bcsbg.org>



BONSALL COMMUNITY SPONSOR GROUP

February 6, 2006

Project: Specific Plan 04-006; Merriam Mountains; aka Stonegate

Reviewing this project once again is as that great American Philosopher, Yogi Berra, once stated, "This is like deja vu all over again." Problem here is that the proposed project doesn't get more reasonable in meeting the various development criteria that are presently imposed on the area, but with each iteration and revision becomes more outrageous.

In a previous review of this project dated April 4, 2005 we pretty well covered our objections to this proposed expansive development. It would be redundant to repeat them here, but they are still valid, therefore, they are attached to this somewhat shorter dissertation for reference.

The main macro objections to the complete SPA proposed project can be still summed up with the phrases: lack of adequate infrastructure, too much density, and a degradation of community character.

This Specific Plan Amendment Report has used the previous report dated March 2005 as boiler plate. A few things, however, have changed. What stands out is that density has been upped; the former value of 2391 units has now been "improved" to 2700 units. This is an increase of over 3500 ADT over the former assessment. A possible 32,400 total ADT to further decimate our inadequate local road infrastructure.

The Bonsall Planning Area only encompasses 375 acres of the total 2,327 acres of the proposed project. The majority of the Project is in the North County Metro Planning Area. This is unfortunate as there is no citizen planning or sponsor group to counter the onslaught of developer avarice and in pact. Unfortunately, we are the only planning group that has a direct vested connection to this project. We do, however, have hope that the Twin Oaks planning group will have generous adverse comments concerning the project, as it will have great impact on their planning area. Since we have previously commented on the total project in some detail this review will be more confined to the projects potential influence on the Bonsall Planning Area and Community.

Currently our area of the project is zoned as A-70, Limited Agricultural, where 1du/4,8,&20 acre min. would apply. We have recommended it be classified for 1 du/ 40 acres for the 2020 General Plan. We are uncomfortable with the applicants attempt to classify the overall density of the proposed SPA as 1 16 dwelling units per acre. It is possible that if the 2700 dwelling units proposed for the total project minus the 10 dwelling units now proposed for Bonsall's area of the project could not be accommodated in the North County Metro area of the plan; overflow regrettably would then befall to Bonsall's portion of the project. Our suspicion is strengthened by several inferences that these 10 estate homes will be accommodated by a sewer extension. Large parcel type estate homes do not need sewer service. It would be excessively costly to bring sewer to serve 10 homes separated from the main body of development. Obviously, there must be an ulterior motive in play here to accommodate future

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February 6, 2006

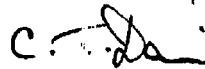
increased density.

We are unsure how the 10 estate building lots situated in the Bonsall area will impact the ridgeline. The area of the proposed project is now mostly subject to a "B" designator classification. Houses on a ridgeline are of course a no no; and counter to a "B" designator and our Community Plan. Of course, the developer wants to reduce the area subject to the "B" designator. We are very suspicious of this reclassification attempt as being self serving.

A statement is made on page 61 of the new Report that the 10 estate homes being proposed for Bonsall will be served by an emergency access road. What is this all about? Are not emergency access roads to be used for only emergency use? Should not a permanent road to serve these homes full time as primary access be provided? The proceeding serves as an excellent foreword to the general topic of local Bonsall road infrastructure and the lack of attention devoted by the developer to mitigate an increasing intolerable situation.

It is implied by the Circulation Plan included in the Report (Figure 6-1) that Buena Creek Road, Deer Springs Road, Twin Oaks Valley Road, Gopher Canyon Road, Champagne Blvd., and I-15 will be directly impacted by this project. It is interesting that Twin Oaks Valley Road is indicated as being cut through to Gopher Canyon Road. There are presently some easement problems centering around Twin Oaks Valley Road. This road is not now a public thoroughfare. Is the developer going to clear up the easement problems widen and refurbish this road, and then dedicate it to the County? If Twin Oaks is cut through to Gopher Canyon at the very least the developer should be required to widen and enhance this road east to I-15. Likewise Deer Springs Road should be improved at developer expense east to I-15 to accommodate the increased traffic generated by this project. There is also an overflow that will have to be accommodated by Champagne Blvd.; that will also need mitigation. The big item is of course I-15; traffic is now backing up from Escondido during certain hours of the day. Should not the developer be required to dedicate a few million dollars towards the widening of I-15? The point of this paragraph is that the surrounding road infrastructure to this project is insufficient, and the developer is not outlining any mitigation proposals that amount to anything.

There are many problems to consider when reviewing this project. It is plainly not compatible with the existing topography and the character of surrounding development. To comment in detail on all that is wrong would necessitate a counter report about equal to the report size under discussion. Unfortunately, a citizen group as is the BCSG does not have the necessary resources to devote to such an effort. Our current comments will, therefore, now terminate. No doubt we will have future opportunities to generate further remarks.



C.T. Davis

Vice-Chair, Bonsall Sponsor Group

BONSALL COMMUNITY SPONSOR GROUP

April 4, 2005

Project: TM5381 Merriam Mountains; aka Stonegate

This report is a new iteration of a project that formally started last year. The report is a study in tautology, and makes for some pretty boring reading. The Bonsall Sponsor Group has never felt comfortable with this project. This report does not improve our comfort level; it further degrades it. It is impossible to describe all the things that we find distasteful with the project. There is something on every page that presents a problem. The big objections can be summed up with the phrases: lack of adequate infrastructure, too much density, and a degradation of community character.

We have previously commented on this project in connection with our August 2004 Meeting. At that time we stated in list form our objections to the project as:

1. The proposed project will eliminate a needed green and ecological belt between the cities of San Marcos and Escondido and the more rural areas of North County.
2. Major highway arteries do not provide sufficient capacity to even come close to allow the validation of the project.
3. The project is an affront to community character of both Twin Oaks and Bonsall. The proposed housing density is just too far out of line, and does not approach the character of surrounding living conditions of the existing residents.
4. The viewshed of the I-15 corridor will be severely impacted despite applicants protestations to the contrary.
5. We think it's a tremendous show of unwarranted guile for a developer to suggest rewriting changes into a community's general plan without approval of the community, and we also object to arbitrarily changing existing EDA and CUDA areas.

To these abbreviated original comments we would additionally add:

6. Five separate school districts are described to be in line to serve the proposed project. This is absurd, and would go against establishing any kind of educational uniformity within a project. Why is not one school system singled out to serve a project of this nature?
7. It is noted that the developer now wants to include a 10 percent affordable housing component within the project. Ten percent of the proposed 2391 dwelling units would be 239 units; interesting. What is affordable housing? It's an oxymoron if nothing else for the average wage earner.

BONSALL COMMUNITY SPONSOR GROUP

April 4, 2005

8. A statement is made on page 50 of the report that this Merriam project is served by major transportation infrastructure i.e. I-15, Deer Springs Road, Highway 78 and a future Sprinter Rail Line. No mention is made on how poor the level of service is on this so called major transportation infrastructure. This is a major failing in the report.
9. It is noted that a couple of positive items: number of parks and amount of open space have been reduced in this iteration of the original report while a negative item the acreage devoted to commercial development has been increased. We wonder is this a trend that will be followed in future iterations?

One of the most interesting statements in the new report is found on page 26 under Regional Transportation:

Improvements to the regional transportation infrastructure that will mitigate existing capacity deficiencies as well as project impacts are expected and will be determined during the CEQA process. The project will contribute its' fair share of needed improvements.

Really! Such statements have been made and attached to projects of this nature in this County for many years. Alas, they are not true nor meaningful because we see no instance where adequate mitigation to even a minor degree has taken place. Traffic conditions continue to worsen month after month not improve in spite of all the mitigation supposedly taking place.

Developers continue to harp on the property rights of property owners to develop their respective holdings in any manner which they see fit, but where is the protection of the rights of existing property owners to be able to move freely on the highways and byways of the County without being impeded with unwanted and unwarranted development that is out of control? The existing property owners have over the years been paying heavy fuel, vehicle, and related highway taxes and having their life style and quality of life further deteriorated by unbearable traffic conditions. The existing resident is getting very little in return for all of his continual participation in the tax system. This is not right! San Diego and California vehicle owners deserve better for what they pay and have been paying for over many years. California is now pay the fourth highest taxes per gallon of gas in the country and rank last in per capita spending on roads. This situation is being exacerbated by developments not paying their so called fair share to pay for the over abundance of unmitigated intolerable traffic that these same developments are placing on the roads.

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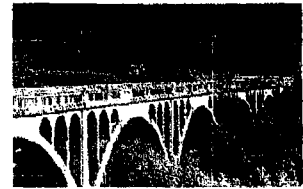
April 4, 2005

This proposed project is in the same area where a possible 9000 homes, a quarry, and a dump are planned. Interstate 15 is already plugged going both north and south many hours of the day. Should all these obscene projects coupled with this one with a potential of around 30,000 average daily trips be approved we are heading for a traffic Armageddon and much additional local resident and commuter unhappiness!

C.T. Davis
Vice-Chair, Bonsall Sponsor Group

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Merriam Mountains
Specific Plan
General Plan Amendment Report
Remarks Dated: February 3, 2006

Reference to comments made come from the Bonsall Community Plan (BCP) page numbers are included and the current Specific Plan dated January 2006. Some items are carried over from the August 3, 2004 and April 20, 2005 comments while others are new concerns.

Using the document dated January 2006 for the Merriam Mountains Specific Plan General Plan Amendment Report the following items are of concern at this time.

Refer to statement: Subregional and Community Plan Amendment Page 12

The proposed subregional and community plan amendment consists of consolidating the various General Plan Land Use designations to establish the Merriam (21) Specific Planning Area. This Amendment will allow for preparation of a comprehensive Specific Plan with an overall Density Designator of 1.16 dwelling units per acre, resulting in a total of 2,700 dwelling units. The subregional and community plan text is to include detailed policies and objectives regarding the development of Merriam Specific Plan. The following text is proposed to be included within the North County Metro and Bonsall Community Plan text:

The first statement in this January 2006 submittal that jumps out is that the total project will be changing from S-88 to 21 SPA 1.16 for the entire project. How does the portion of the project in Bonsall remain as Estate Lots with this designation? Especially with the following remarks regarding the need for sewer to accommodate 10 homes. Sewer service is not needed in an agricultural designated area of the Community! Sewer service promotes high density ...

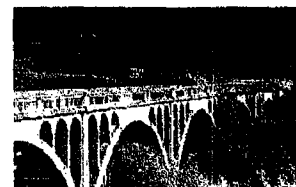
Open space numbers in the March 2005 General Plan Amendment Report indicated that the open space Acres were 1,691 **page 21**. How did the new acres of open space Habitat to be preserved decrease to 1,305, **Page 13 & 20**, January 2006.

Regarding the sewer service to ten homes in Bonsall reference was being served by either Rainbow Water or Valley Center Water District **Page 14**. We are not interested in creating any sewers in the area as stated before as this is part of our designated agricultural area. We are interested in preserving and keeping this area designated as agricultural and rural residential which meets our current Community Plan. This area of Bonsall is designated in the 20/20 plan to be designated as 1du/40. With both of these designations the Community is not interested in creating a new designation that promotes sewer service in this part of our community. Another concern is any major grading or development that might impact or change our ridgelines with development.



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The BCSG very concerned with the limitation of graded pad size in the 2 acre size lot.

It is mentioned on Page 29 that a road is designed on the Ridgeline where habitat travel why?

Explain the difference in the Open space defined on **Page 13** and **Page 20**.

Conservation Open Space 2.3 "B" Designator how will the view be screened from view from I-15 and the ridgeline? **Page 40**

Estate Development Area in Bonsall should not have the 21 SPA 1.16 designation referenced on **Page 41**.

Are the following roads Twin Oaks Valley Road and Lawrence Welk Drive, Rock Bluff Lane and North Tank Emergency Access Road as stated in the Estate Residential Planning Area, **Page 61** or are the roads used as full access roads as stated on **Page 68**?

As stated on **Page 70** a project of this size and the volume of traffic that it will produce (based on SANDAG and the County) 12 trips a day per household that would produce 32400 trips a day. with this volume of traffic why is the County allowing this project to begin the project at a level of service "C" on the County allowing this project to start at a level of service "C" on Circulation Element Roads and all off-site improvement designed to achieve a Level of Service "D". This means inside the project it may be OK but as the traffic leaves project the surrounding roads will exhibit a level of service "F" or grid lock. This potential must be addressed by the County. No references to off site improvements as to the impact to Gopher Canyon Road or Twin Oaks Road in Bonsall has been mentioned in this document. No reference has been made to the intersection at I-15 and Gopher Canyon as to traffic signals.

Reference to sewer service from Rainbow Water for Bonsall is noted on **Pages 71 & 72**.

Annexing will be needed for water service as referenced on **Figure 7-2** and **page 72** at this point Valley Center referenced previously on **Page 24** is not, however, mentioned but Rainbow is on **page 72**.



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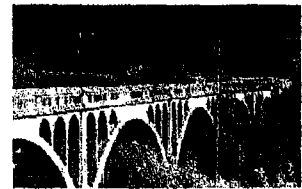


Figure 8-2 "D" designator map what happened to Twin Oaks Valley Rd at parcel 174-280-14 & 11?

Page 88 and Figure 8-3 shows impact to Gopher Canyon Road from this project. What improvements are going to be conditioned to this project for the impact made on our local roads?

In reference to landscape planting in Bonsall we would prefer the list of plants to be selected from the San Diego County Fire/Drought tolerant plant list available on the County web site Page 105. Bonsall's plant list as in our Design Guide lines does not reflect concerns since the major fires and we now would like to support the County with the approved Fire Plant List as this is in a High Fire Risk Area. Figure 8-15 and Page 106.

In the design of the project in the Twin Oaks area the figures show curbs, gutters and sidewalks. The Bonsall Community Plan does not accept this as a project inclusion in our Community.

The BCSG does not support zone reclassification from EDA to CUDA Page 113 to Figure 2-1.

The Bonsall Community Plan supports RL-25 and does not support the designation of S-88 that this project proposes "overall Density Designator of 1.16." Page 115

CUDA policies include 4 dwelling units per gross acre and we do not support the applicants request to increase the density to 2.6 dwellings units per gross acre. Page 122

Once again the sewer is mentioned on Page 123 we do not support this in our Agriculture Areas.

As reflected again the Amendment to Designate Merriam Mount Project as 21 Specific Planning Area 1.16 is not supported in Bonsall Page 123.

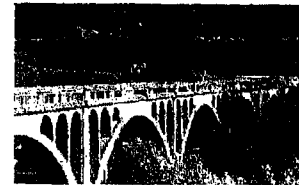
The San Diego County Board of Supervisors Resolution: Section 65451 – The Board Resolution does not have to support more intensive zones and we support the Board in reducing the intensive nature of this project. Page 124

The mention of Rainbow Water and Valley Center Water regarding sewer in the 10 Estate Homes of Bonsall Page 125 & 126. We do not support the applicants desire to supply 10 homes with sewer as existing homes in the area do not have sewer and this is an agricultural area as designated in our Community Plan.



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Under Transportation on Page 136 & 137 we do not support a project that will be providing a level of service "D" and "C" and the design density level of the proposed project. This is a project that will be in circulation failure from the start of the design!

Please reference and explain Page 138 Box that states single Family Residence from 2 to 4 acres includes neighborhood commercial.

On Pages 139 and 141 reference to sewer service in Bonsall is mentioned with Valley Center Water as a flow transfer station for the project. This is not an option for 10 Estate Homes.

Policy 6 Sewer, Road Impacts Page 142 clustering in this area is not consistent with other Homes in the Bonsall area.

Back to Circulation – Policy 3 major volumes will be added through North Tank Rd. and Twin Oaks to Gopher Canyon Rd. Page 142

Policy 7 as stated the design of Twin Oaks Road is shown as a straight road outside the SPA it now is in opposition to the Bonsall road guidelines.

The Bonsall Community Plan or Design Guidelines– indicate that the current configuration of Lawrence Welk can handle the existing homes plus the proposed 10 Estate Lots however, the grade on Lawrence Welk is of concern to be used as a major road for traffic volume from North Tank and the rest of the SPA Page 143.

No sewer in this area of Bonsall Page 144.

In the Bonsall Community Plan the Goals and Objectives & Policies are not met with this SPA Page 149 & 150.

- * Circulation
 - Overall Density of 1.16 based on projects need of 2700 units
 - Sewer Service in Agriculture Area
 - Potential High Density in Agriculture Area with advent of sewer service if plans
 - Plan states that to meet the goal of 2700 units they need the 1.16 for the entire Project thus the potential of more density is possible.

SPC #2 Please explain the reference to Steep Slope Cluster on Page 150 what does that refer to in overall plan?



<http://www.bcsgr.org>



Stocks

HIDDEN MEADOWS COMMUNITY SPONSOR GROUP

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Escondido, CA 92026-6100
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rhfrey@earthlink.net

27 May 2005

William Stocks, Project Manager
Department of Planning and Land Use
County of San Diego
5201 Ruffin Road, Suite B
San Diego, CA 92123

RECEIVED
JUN 15 2005

Ref: Merriam SP, TM 5381

SAN DIEGO COUNTY
DEPT. OF PLANNING & LAND USE

Dear Mr. Stocks:

The following are concerns of the Hidden Meadows Community Sponsor Group regarding the Merriam Specific Plan Draft Environmental Impact Report:

Section 1.4 plus others

Reference to "Lawrence Welk Village" should be "Welk Resort", which refers to the time-share resort complex, and "Champagne Village", which refers to the resident-owned mobile home community.

Sections 1.6 plus others

The distinction between CUDA and EDA appears to be a waste of verbiage, as the development's plans do not really differ between the two areas. The proposed density in the EDA section could hardly be considered "estates".

Section 2.1 -- General Plan

Reference is made to the Escondido Sphere of Influence but incorrectly interprets the current planning for that area. Escondido has this area planned as Estate Residential.

Section 1.6 -- Policy Framework/North County Metro

The 2020 General Plan April 2004 density map for the Twin Oaks Sponsor Group area calls for a population of 4,030, resulting in a 60% increase over their current population or 2,572. The 2,391 residences of this project would result in a net increase of approximately 7,173 residents, bringing the total projected 2020 population to about 11,200. Thus the Twin Oaks community would end up with a four-fold increase to their current population and almost triple what the 2020 plan has specified. This is undoubtedly the greatest impact on any unincorporated area of the county.

Section 2.2 - Circulation

Improvements to Deer Springs Road including widening to four lanes and traffic control devices at the corner of Merriam Mountains Pkwy. cannot be delayed until the perceived need is met. The existing level of service on Deer Springs Road is already below standard and will only deteriorate during the construction phase. Improvements should be made prior to or coincident with home construction. Completion should be required prior to the first occupancy permit is issued. This requirement has precedence elsewhere in the County including the City of San Marcos.

Section 2.2 – Public Facilities

Water and sewer improvements obviously need to be made coincident to home construction while recreation facilities can be delayed until after occupancy permits are issued. The provision for fire protection must be in place prior to the issuance of an occupancy permit.

Section 2.4 Exiting Land Uses

The City of Oceanside facility is not intended for wastewater treatment. It is a water filtration plant that processes water extracted from Aqueduct #2. It is not identified in Figure 2.5. The Sand/gravel mining operation is also not identified in Figure 2.5.

Section 2.4 Regional Transportation

Identification of transportation elements cannot infer that they will adequately support this development. Deer Springs Road is already overloaded and below LOS standards. The Interstate 15 overpass is crowded especially during rush hour(s). Interstate 15 south of El Norte Pkwy. is already at a standstill during rush hour(s). The two Park and Ride lots already fill to capacity each day. All of these transportation elements need to be upgraded prior to occupancy.

Section 2.4 Schools

The identification of the various school districts and the willingness to adhere to state-mandated fees does not adequately satisfy the educational needs of the new residents. A detailed analysis of the educational needs of these new residents should be included and should compare the pros and cons of constructing a new school versus bussing students to existing schools.

Section 2.4 Public Safety

Identification of the existence of the fire district and Sheriff Substation cannot infer that they are adequate to support this development.

Section 3.4 Project Design plus others

The project document includes numerous references to the 25 parks to be provided for residents. While this is a welcome amenity for the project's 5,000-plus residents, the parks are designated as "private". The parks are to be deeded to the new homeowners association but cannot be used by the general public. The 21 miles of walking and bicycle trails is also a welcome amenity.

It is important to note that this dedication of 25 parks and miles of trails do not satisfy the Parks Lands Development Ordinance (PLDO). That ordinance requires that the parks must be public and specifically excludes trails. The developers are thus not exempt from contributing the PLDO \$800 per residential unit.

Chapter 6 – Circulation Element

Previous comments encourage the widening of Deer Springs Rd. in the project area. Consideration must be given to the reconstruction of this road, as well as, Twin Oaks Valley Road from the eastern side of Interstate 15 to just south of Cassou Road. Widening this road just in the immediate project area will not solve the problem of the tens of thousands of additional trips into and out of the development.

Too much emphasis is being placed on the proposed 21 miles of walking and bicycle trails. These trails are promoted as a solution to keeping automobiles off the roads while giving residents opportunities for exercise. A closer look at the trail design supports the exercise objective but will not appreciably reduce the automobile traffic within the project or outside of it. The elevation changes and travel distances preclude usage of the trails to run errands to the local market. For example, the distance from Meadow Park Lane and Merriam Mountains Parkway, the approximate center of the project, to the commercial area at the intersection of Merriam Mountains Parkway and Deer Springs Road is approximately 2 miles. Further, the traveler starts the trip at an elevation of 1,175 feet, rising to 1,400 feet before descending to 1,025 feet. The cumulative altitude changes of more than 600 feet and distance of 2 miles would discourage all but the most athletic resident.

Merriam Mountains Parkway and Meadow Park Lane appear to be adequately designed. While mostly two lane roads, these roads should be able to properly service the 5,000-plus residents. The addition of two extra roads is welcomed but the developers are underestimating the volume of traffic that these roads will need to support.

Rock Bluff Lane will most likely be used by residents in Phase III wishing to travel south to San Marcos and Route 78. A large portion of the Average Daily Trips (ADT) from this phase needs to be calculated and applied to this road. It is suggested that the 28-foot width of Rock Bluff Lane will not be adequate and that it should be increased to at least 32 feet wide especially taking the 20-degree slope of major portions of the road.

Similarly, North Tank Road is meant to serve as a rarely used exit road given its 28-foot width and 20-degree slope. Residents from both Phase II and Phase III will most likely use this road when traveling north from the project. They will choose to avoid driving four miles out of their way by exiting to Lawrence Welk Drive and then northerly on Champagne Blvd. This road should be increase to at least 32 feet wide.

Traffic control devices will be required at the intersection of Lawrence Welk Drive and Champagne Blvd. in addition to the exit ramps for Interstate 15 at Gopher Canyon Rd.

Section 7.1 – Educational Facilities

There are no included maps specifying the boundaries of the various high school districts. Reference is made to a non-existent Fallbrook high school on Gird Road only five miles away. Actual driving distance to this proposed school is approximately 10 miles. However, the Fallbrook High School District has dropped plans for this proposed school and has sold the property.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Frey', written over the printed name.

Robert Frey
Chair

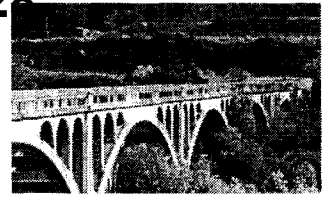
C:

Margarette Morgan
Chair, Bonsall Community Sponsor Group
2056 Camino Cantera
Vista, CA 92084

Gil Jemmott
Chair, Twin Oaks Valley Community Sponsor Group
PO Box 455
San Marcos, CA 92079-0455

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Merriam Mountains

Specific Plan

General Plan Amendment Report of June 2004

Remarks Dated: April 20, 2005

Using the document dated March 2005 for the Merriam Mountains Specific Plan General Plan Amendment Report the following items are of concern at this time.

Reference to comments made come from the Bonsall Community Plan (BCP) page numbers is included. Some items are carried over from the August 3, 2004 comments while others are new concerns.

1.6 Physical Features Prominent ridgelines divide the site...

BCP – Page. 3. Findings paragraph 3 the ridgelines, hilltops, and steep slopes prevalent in Bonsall are important natural resources

BCP – Page 3 Slopes shall be a significant factor when determining the appropriate Plan designation

1.3 Area History – Use of this type of language is not pertinent to the project as it can not be substantiated.

1.6 Existing Land Uses

Please change this to match 2.4 titled Existing Land Use.

Surrounding Land Use

Large-lot single-family development and avocado groves about the site - please refer to page 99 in this document under landscaping Slope Plantings Several slopes on the west side (why not the north)?

1.6 Policy Framework – Chapter 10 of this plan provides detailed consistency analysis of the ...

Please refer to Page 114 of this document under Regional Land Use Element – statement is the 20/20 statement not the current plan goal.

Regional Land Use Element – The goal of the General Plan Regional Land Use Element is to accommodate population growth and influence. "SCARCE RESOURCES WISELY" Developing a project this large on slopes and historic mountains does not apply.

Merriam is currently designated as both CUDA AND EDA statements within paragraph is misleading as near-term urban development is not an accurate statement.

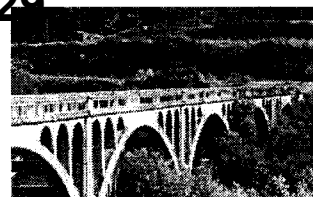
Community and Sub regional Plans

This project should address lighting the ramps at Gopher Canyon and I-15.



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The statement the North County Metro's overall goal is to **accommodate a population of 430,000 persons can not be realistic as the entire county is to accommodate 660,000 by 20/20 this 1995** information is not realistic nor should it be quoted in this document to support this large development.

The Bonsall Community Plan's is stated correctly except is also included Merriam Mountains as a natural resource and needed to be protected in open space. (BCP) Page 35 Conservation Goals item number 3. Preserve native vegetation and wildlife Habitat in the Bonsall Plan area. Under Findings it page item d. San Marcos Mountains Merriam Mountains.

The purpose of any SPA is to assure a planned development that is sensitive to a property's unique constraints... The impact of 5,000 plus people in a wildlife habitat area as well as the impact on native vegetation does not meet the stated goal of SENSITIVE TO A PROPERTY'S UNIQUE CONSTRAINTS.

Each SPA includes a brief description of a property's existing conditions....These policies and objectives, discussed in various chapters of the Specific Plan, guide the overall development of this SPA and ensure consistency with various elements of the San Diego County General Plan, North County Metro and Bonsall Community Plan. HOW does this project ensure consistency with the North County Metro, as they do not have a plan? **This project definitely is not consistent with the Bonsall Community Plan which is to preserve and enhance the rural character through the protection of agriculture, estate lots, ridgelines and natural resources.**

Other Relevant Ordinances & Policies item 6. Habitat Loss Permit – during our initial project introduction Stonegate stated that they would be dedicating the Bonsall Open Space to the Bonsall Conservancy. Please refer to 4.2 under Conservation & Open Space Plan.

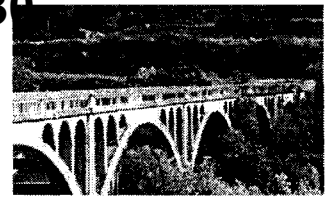
2.2 Existing and Proposed Land Use Designations

The 381 acres in the Bonsall Community Plan are designated as (18) Multiple Rural Use. How does the Specific Plan with a density of 1.03 dwelling units per acre, relate to a EDA intended low density should this be .5 for the Bonsall area under EDA? Why is our density the same as CUDA?

2.4 Project Compatibility With Surrounding Uses

On page 24 in the last paragraph how is the project's design consistent with surrounding large-lot estate uses?





North County Metropolitan Sub regional and Bonsall Community Plan – Land Use Element
Merriam Mountains Specific Plan Area (1.03)

This description of the project is not supportive of our goal or our Conservation section of the
Bonsall Community Plan on page 35.

Conditions – General item 1. All goals, objectives of the Bonsall Community Plan shall apply.
How does it apply? The density, Mountains as a natural resource and Conservation are already in
opposition to the Bonsall Community Plan.

General item 4. Steep slope areas BCP page 46, 47, 48, 49, 50 and 51 deal with a variety of
considerations regarding slopes and encroachment.

Residential – Item number 1. The overall residential density of the SPA shall not exceed 1.03 dwelling
units per acre with not more than 2,391 residential dwellings. **This statement does not support the
EDA designation for Bonsall**

Item number 2. A variety of housing types and lot sizes....This statement can not be included in the
SPA portion of Bonsall as we can not accept the maximum building height nor the minimum
residential lot size of 3,680 square feet. **Please omit this information for the project in Bonsall as
it does not relate to the proposed SPA in the Bonsall area.**

Open Space and Recreation - These items 1-3 should not be included in the SPA for Bonsall as we
do not agree to this use in our Open Space nor in the Mountain range.

Public Facilities Item 1 The Specific Plan shall include a public facility element sewer... **Bonsall does
not want sewer hook up in this area as this property will stay at 1/4, 1/8 or 1/20 or change to 1/40
for 20/20 if this project does not go forward.**

Land Use Compatibility At the same time the Merriam Specific Plan has the obligation to create
compatibility with its immediate neighbors ...this statement cannot be achieved with the density and
the environmental impact this project will bring to the land.

Regional Transportation

This issue will be addressed at a later time.

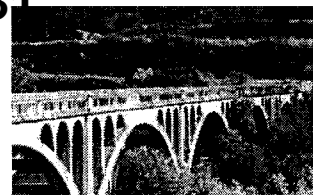
Sewer and Water

Again please note comment made under Public Facilities – Bonsall does not want sewer hook up in
this area for 10 homes as stated under Public Facilities. **Estate lots in Bonsall will be on septic
Not sewer. Rainbow will not provide sewer hook up.**



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Provides Housing Opportunities

Is Merriam's commitment to the 10 percent affordable housing component allowing them a density bonus?

Top of page 27 under sewer again Rainbow will not provide required extension. Septic system Only in Bonsall.

2.6 Consistency with the San Diego County General Plan and North County Metro and Bonsall Community Plan. The Merriam SPA is NOT consistent with the goals, objectives and policies of this plan.

3.3 Planning Context. Again this has been covered in prior comments however the statement in the second paragraph As part of this project the Regional Land Use Element Map and both the North County Metro and Bonsall Community Plan text and map will be amended.. My understanding of amendments is that the changes will occur in the SPA amendment not in our Community Plan text.

3.4 Project Description

Document regarding the proposed North County MSCP should be provided with documents.

Project Objectives – Provide for preservation of significant ...the environmental map included in this document shows that the entry roads into this project will cross over the wildlife corridors how will this be sensitive to regional wildlife?

As part of this project ... again this statement needs to be corrected as mentioned in 3.3.

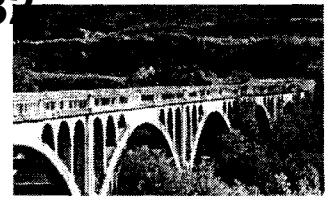
Chapter 4

4.3 Conservation & Open Space Goal, Objectives and Policies – Objective CO-1 Protect designed natural open space areas while allowing compatible uses and Objective CO-3 Minimize encroachment into steep slope lands. Please refer to BCP pages 6 and 52.

Chapter 5

5.1 As part of the Merriam project the Regional Land Use Element Map is.... Bonsall will not support the shift of the boundary line to support the sphere of influence for the Cities of Escondido and San Marcos. We are a rural area of the County and not an urban city like Escondido or San Marcos and do not want city standards impacting a beautiful mountain range in North County.





The last paragraph on page 50 Merriam is not located in an urbanized area of North County.

Commercial The Specific Plan provides for 12.9 acres of neighborhood commercial within two planning areas near the I-15/Deer Springs Road intersection. What two planning groups? Bonsall does not have any commercial south of 76 nor do we want it. Again what two planning groups? Why is this statement included in this document?

5.3 Planning Subareas

The last paragraph of page 45 The Specific Plan allows dwelling units to be transferred between planning areas so long as the total maximum dwelling unit count is not exceeded in the SPA. Bonsall will not accept this as part of the SPA goal. We are an estate lot community and
Want to remain that according to our general plan.

.....

Page 56 The Specific Plan allows dwelling units to be transferred between planning areas so long as the total maximum dwelling unit count is not exceeded in the SPA

.....

Estate Residential Planning Area Page 69 via North Tank Road. Applicant stated in presentation that there would be no through traffic into Bonsall from this project over the top of the mountain.

Page 72 under Policies

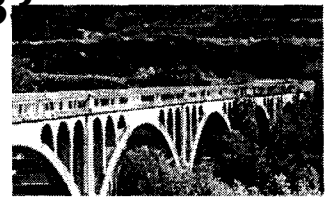
LU-2.3 A homeowner Association for 10 lots is not a reasonable requirement.

Chapter 6 Circulation Element

Twin Oaks and North Tank Road

This road is not sufficient to handle the traffic to the north of the project. Logic aside why would a member of the community go south for two miles if they were originally going to travel north. This road will become over used and under sized in a very short time.





Chapter 7 – Public Facilities Element

7.1 The Gird site in the Fallbrook School District is being sold to the County for a proposed site included in the master plan of the San Luis Rey River Park.

The County Water Authority is going forward with a water treatment plant adjacent to project site. Lines will go underneath the proposed entry roads as mentioned before. This is also a hazard for the area.

Objective PF-6 Ensure that wastewater... Policies PF-6.3 Sewer service for 10 homes in Bonsall. We are not interested in accepting major growth in this area by supporting sewer service in the area.

Chapter 8 – Community Design Element

8.1 Existing Conditions

How will the five separate watersheds be preserved?

On page 78 and 80 The landscape palette, lighting, benches and signage will create a serene, rural aesthetic character...Please review BCP page 8 regarding lighting in Bonsall. Benches and signage for 10 homes in Bonsall will not be approved.

8.4 Community Design Guidelines

These guidelines are intended to provide criteria by which to evaluate future development proposals in the community...This statement relates to the changes in the Community text and plan for future urban development.

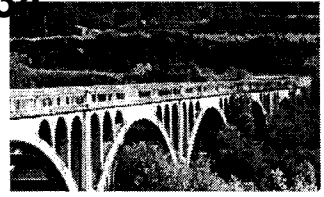
Streetscape Plan, Neighborhood Entries and Secondary Community Entry into Bonsall will adhere to our Community Design and Review Guidelines not what is suggested in this document.

Site Lighting in Bonsall will adhere to the Bonsall Community Plan and the Community Design and Review Guidelines.



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Slope plantings and recommended in the BCP page 8.

8.4 Community Design Guidelines

Streetscape Plan – This plan is not in keeping with the design character of Bonsall. The proposed road “Tank” will have a very steep grade and we do not support the concept of curbs or gutters in any of our development in Bonsall except inside a gated community. The “ten” homes in Bonsall Referred to, as estate lots need to comply with our Community Plan and not be redesigned for one Developer.

8.5 Community Design Goal, Objectives and Policies

Objective CD-1 Policies CD-1.1 and CD-1.2 please refer to page 82 of this document.

Chapter 9 Implementation 9.2 Development Approvals Required the second to the last sentence of this paragraph states that the Merriam Specific Plan shall prevail over the County development regulations or zoning standards.

Zone Reclassifications - Bonsall is concerned with the change from our current zoning to S88 and the concepts mentioned in this document such as more density into Bonsall change in sewer service and road changes through the Open Space.

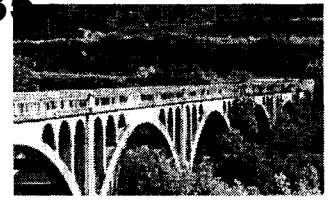
Vesting Tentative Map The concern is that density could change and additional dwellings will appear in the Bonsall area. This relates to the statement on page 45 of this document.

Page 109 – Final Subdivision Maps These maps will generally be prepared and recorded separately for each Planning Area If recorded separately why combine in a single Final Map

9.3 Development Phasing The most critical aspect of development phasing in the SPA is availability of Transportation....traffic will be a major issue for the entire region.

.....





Chapter 10-General Plan Conformance

10.1 General Plan Issues the last sentence of this paragraph the proposed amendment includes changes to the Regional Land Use Element map and the North County Metro and Bonsall Community Plan text and map.

.....

Regional Land Use Element

Paragraph 2 Lands with the EDA designation are intended for low-density residential and agricultural uses. The EDA designation does, however permit clustering of dwelling units. This is not recommended in the Bonsall area.

Page 115 North County Metro and Bonsall Community Plan Amendment

The last two sentences need to be revised. The sub regional and community plan text is to include detailed policies and objectives regarding the development of Merriam Specific Plan. Proposed text to be included within the North County Metro and Bonsall Community Plan is included in Chapter. 2.

The Bonsall Sponsor Group does not support any change in our Community text or map from this project/developer. We will accept the same procedure that all other SPA's in Bonsall have experienced.

Part II Regional Land Use Element

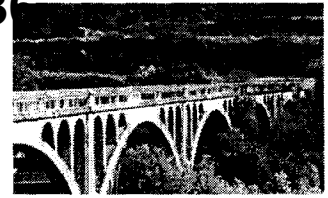
1.1 through 1.3 statements are not correct. The document does not make any reference to affordable housing nor are any financial documents to support affordable housing included.

Other relevant goals of the Land Use Element

2.1 through 3.1 cannot be balanced with any reason. This density is urban and will impact negatively the entire Merriam Mountain Range.

Specific Plan Consistency, the entire area is currently impacted with sensitive habitats, wetlands and Ridgelines. Two high quality riparian areas streams oak woodlands coastal sage and chaparral do not need to be impacted. Not all sensitive areas of the County need to be mitigated and developed into urban high-density communities.





Part VI Scenic Highway Element

The first paragraph is very misleading as Twin Oaks Valley Road may be designated as a Third Priority Scenic Route years ago but the County does not have easement rights to this road and it is not a public through road. The person that owns the property in question has a gate on his property and closes it at will.

Part VII Public Safety Element

The County water Authority is developing a treatment plant next to the project site and will be using hazardous material in the pipe line that goes across the property and under both entry roads to the project.

Part X Conservation Element

Chapter 2 – Specific Plan Consistency – the last sentences – The proposed open space lands connect to the San Marcos Mountains Resource Conservation Area, which is adjacent to Merriam. Please refer to the BCP on page 35 d and e plus comments that identify this area as a resource Conservation Areas and requires special attention in order that it may be preserved or conserved for long-term managed utilization by future generations.

On page 132 Specific Plan Consistency. The Merriam Mountains project will only "protect" 65.5% and impact all of the wild life corridors.

Page 133 Specific Plan Consistency – Bonsall does not support the 100 x 100 pad size and recommends a change in this part of the document.

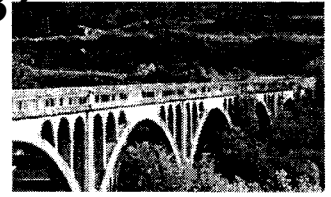
Circulation

Goal – Mass transit in this area of Bonsall is not recommended and will not be supported by the circulation element.

Sewer and Water Facilities – Policy 3 Sewer in this part of Bonsall is not recommended nor will it be supported.

Conservation – General Policy 1 – c. Application of special land use controls such as cluster zoning consistent with the Bonsall Community Plan Land Use Element policies, large lot zoning, scenic or natural resources preservation plan designations and zones. This is not consistent with Page 133 Specific Plan Consistency.





Page 138 Policy 3 Preserve ridgelines by buildings... should read Preserve all ridgelines.

Page 139 The first sentence that states amending the text once again. Please correct.

Specific Plan Consistency: The Specific Plan is... the plan is not consistent with the Bonsall Community Plan and this statement needs to be corrected.

Residential - Specific Plan Consistency: The Specific Plan allows for an overall density of 1.03 dwelling units per acre. This should not include the area in Bonsall as our density is not 1.03.

Page 141 Public Facilities item 1 The Specific Plan shall include...again Bonsall does not support sewer in this region of our Community.

Page 8-96 Private Garages and Carports, Attached. This paragraph does not apply to as 2000 Square feet or 25% of the living area is not reasonable for a 2-acre lot.

Margarette Morgan, Chair
Bonsall Community Sponsor Group



April 2005

BONSALL COMMUNITY SPONSOR GROUP

Project: TM5381 Merriam Mountains; aka Stonegate

This report is a new iteration of a project that formally started last year. The report is a study in tautology, and makes for some pretty boring reading. The Bonsall Sponsor Group has never felt comfortable with this project. This report does not improve our comfort level; it further degrades it. It is impossible to describe all the things that we find distasteful with the project. There is something on every page that presents a problem. The big objections can be summed up with the phrases: lack of adequate infrastructure, too much density, and a degradation of community character.

We have previously commented on this project in connection with our August 2004 Meeting. At that time we stated in list form our objections to the project as:

1. The proposed project will eliminate a needed green and ecological belt between the cities of San Marcos and Escondido and the more rural areas of North County.
2. Major highway arteries do not provide sufficient capacity to even come close to allow the validation of the project.
3. The project is an affront to community character of both Twin Oaks and Bonsall. The proposed housing density is just too far out of line, and does not approach the character of surrounding living conditions of the existing residents.
4. The viewshed of the I-15 corridor will be severely impacted despite applicants protestations to the contrary.
5. We think it's a tremendous show of unwarranted guile for a developer to suggest rewriting changes into a community's general plan without approval of the community, and we also object to arbitrarily changing existing EDA and CUDA areas.

To these abbreviated original comments we would additionally add:

6. Five separate school districts are described to be in line to serve the proposed project. This is absurd, and would go against establishing any kind of educational uniformity within a project. Why is not one school system singled out to serve a project of this nature?
7. It is noted that the developer now wants to include a 10 percent affordable housing component within the project. Ten percent of the proposed 2391 dwelling units would be 239 units; interesting. What is affordable housing? It's an oxymoron if nothing else for the average wage earner.

BONSALL COMMUNITY SPONSOR GROUP

8. A statement is made on page 50 of the report that this Merriam project is served by major transportation infrastructure i.e. I-15, Deer Springs Road, Highway 78 and a future Sprinter Rail Line. No mention is made on how poor the level of service is on this so called major transportation infrastructure. This is a major failing in the report.
9. It is noted that a couple of positive items: number of parks and amount of open space have been reduced in this iteration of the original report while a negative item the acreage devoted to commercial development has been increased. We wonder is this a trend that will be followed in future iterations?

One of the most interesting statements in the new report is found on page 26 under Regional Transportation:

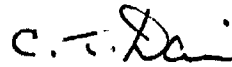
Improvements to the regional transportation infrastructure that will mitigate existing capacity deficiencies as well as project impacts are expected and will be determined during the CEQA process. The project will contribute its' fair share of needed improvements.

Really! Such statements have been made and attached to projects of this nature in this County for many years. Alas, they are not true nor meaningful because we see no instance where adequate mitigation to even a minor degree has taken place. Traffic conditions continue to worsen month after month not improve in spite of all the mitigation supposedly taking place.

Developers continue to harp on the property rights of property owners to develop their respective holdings in any manner which they see fit, but where is the protection of the rights of existing property owners to be able to move freely on the highways and byways of the County without being impeded with unwanted and unwarranted development that is out of control? The existing property owners have over the years been paying heavy fuel, vehicle, and related highway taxes and having their life style and quality of life further deteriorated by unbearable traffic conditions. The existing resident is getting very little in return for all of his continual participation in the tax system. This is not right! San Diego and California vehicle owners deserve better for what they pay and have been paying for over many years. Californians now pay the fourth highest taxes per gallon of gas in the country and rank last in per-capita spending on roads. This situation is being exacerbated by developments not paying their so called fair share to pay for the over abundance of unmitigated intolerable traffic that these same developments are placing on the roads.

BONSALL COMMUNITY SPONSOR GROUP

This proposed project is in the same area where a possible 9000 homes, a quarry, and a dump are planned. Interstate 15 is already plugged going both north and south many hours of the day. Should all these obscene projects coupled with this one with a potential of around 30,000 average daily trips be approved we are heading for a traffic Armageddon and much additional local resident and commuter unhappiness!



C.T. Davis
Vice-Chair, Bonsall Sponsor Group



COUNTY OF SAN DIEGO

DEPARTMENT OF PLANNING AND LAND USE

GPA04-06 SP04-06 REZ04-013

TM5381 S04-035 S04-036

CASE NUMBER:

S04-037 S04-038

PLEASE RESPOND BY:

7/21/04

PLANNING GROUP/SPONSOR GROUP PROJECT REVIEW AND RECOMMENDATION

Board Policy I-1 states; "groups may advise the appropriate boards and commissions on discretionary projects as well as on planning and land use matters important to the community." The Department of Planning and Land Use (DPLU) has received an application for the project referenced above and requests your Group's input regarding the above project.

Please have your group mark the appropriate box below to indicate whether the project is of a relatively simple design and has no apparent environmental impacts, or if your Group feels a project will require extensive planning and environmental study. Please provide this information and your groups final motion within 21 days if your Group feels these comments should be considered during the project Scoping period.

☐ This project is of a relatively simple design and has no apparent environmental impacts. Our recommendation regarding the project is provided below.

☐ This project has planning and environmental issues needing further review. Our Group's listing of concerns and other comments that should be considered in the project review are provided below.

If environmental documents are circulated, your group will have an opportunity to comment on the environmental document and make a final recommendation on the project to DPLU. The DPLU final recommendation of the project will be made at a later date.

Once this project is assigned, the DPLU Project Manager will notify your Group Chair of the project assignment and will answer any questions regarding the response DPLU is requesting to complete application processing.

The BOWSALL Group at their meeting on 8/3/04 took the following action regarding the above project:

MOTION:

TO DENY BECAUSE PROJECT TEXTURE IS
INCONSISTENT WITH THE BOWSALL COMMUNITY PLAN.
SEE FOLLOWING WAITRUPS.

VOTE: 6 Yes ☐ No ☐ Abstain

BY:

C. T. Dan

Position

CHAIR BCSG

Date

8/3/04

BONSALL COMMUNITY SPONSOR GROUP

July 29, 2004

Project SDC DPLU RCVD 06-30-04;GPA04-06;SP04-06;REZ04-013;TM5381;S04-035;S04-036;S04-037;S04-038; aka Stonegate

We have been asked to comment on this project. The Project as noted from the above identification is extensive and involved. Initially, we have been sent eight and three quarter pounds of paper to review. As this project is likely to go on for a figurative forever, we will initially only respond to the macro aspects of the project that we don't like, and a few of the more obvious small issues that are most irritating. No doubt that down the time line we will have ample opportunity to further comment and show our displeasure on various other facets of the project.

We find the suffix 'gate' on Stonegate the common nomenclature for the project propitious. As the overall impact of the project will be as disastrous to North San Diego County as Watergate was to the Country.

Project applicant is listed as Stonegate Merriam Mountains L.L.C. Applicant wants to construct on approximately 2,320 acres five neighborhoods of Orange County type cookie cutter type housing. Densities will range from 2.6 dwelling units per acre up to 20 dwelling units per acre. Applicant wishes to turn the total area into an SPA with an allowed development potential of 1.03 dwelling units per acre or a total of 2,391 dwelling units. It is unclear what the total number of families will be housed as 1,246 of these units are listed as multi-family dwelling units. Applicant throughout the project report protests that great effort is being put forth to preserve the rural atmosphere, ambience, and rustic charm of the site and surrounding area. By definition housing density of that being proposed will do nothing but trash any feeling of rural character.

The area that is under attack is on the west side of I-15 between Gopher Canyon and Deer Springs Roads. It is rugged in topography; of the total involved acreage 71% of the area is impacted with slopes in excess of 25%. Specific to the Bonsall Community Sponsor Group, fortunately, only 381 acres of the total is in the Bonsall Planning Area; the rest is in the Twin Oaks Area. The clustering being proposed is necessary as the area is too rugged to support spaced estate housing. Little area beyond the valley floors would support economy in building thus the densities being promulgated. We will of course support the Twin Oaks Valley Sponsor Group in their deliberations and conclusions concerning this project. Our understanding is that they are not now exactly enamored with the project, which is most probably an understatement. Presently, the Bonsall land area of the project is zoned for one dwelling unit per 2 or 4 acres with slope of course a controlling factor. Future zoning being supported by our Sponsor Group is one dwelling per 40 acres as part of the new County General Plan under development.

Currently, the applicant says only 10 dwelling units are proposed for the Bonsall portion of the project, but on page 45 of their report there is a rather disturbing admission: "The Specific Plan allows dwelling units to be transferred between planning areas so long as the total maximum dwelling unit count is not exceeded in the SPA." Therefore, who knows what density will be shoved down Bonsall's throat? We are very suspicious that

BONSALL COMMUNITY SPONSOR GROUP

July 29, 2004

the SPA classification is but a ruse to severely modify the project in the future much to the detriment of Bonsall.

Infrastructure, infrastructure, infrastructure, where is it to support this project? With the stated number of housing units were talking in the neighborhood of 30,000 average daily trips being dumped onto I-15 and further impacting SR-78 and 76. At this point we are not concerned with the surrounding and internal roads to the project. As the highways that the local roads dump onto will act like corks in a bottle. Why improve the local roads if nothing is done to increase the capacity of the aforementioned dangerous, over utilized, and severely traffic impacted highways which the local roads feed? Applicant states that they intend to appease and mitigate traffic impacts on I-15 by doing a postage stamp fix to the interchange at Deer Springs Road. Sorry, but that just doesn't cut it; the problem is a great deal larger than a minor fix! They have not proposed any mitigation for SR78 or 76. Projects of this nature use a great deal of water. There seems to be an open secret that is discussed by knowledgeable people that California is running out of usable water. Some jurisdictions in the State are limiting development because of this shortage. Is it not time for San Diego County to also review water availability related to the impact of continual development on a scarce resource?

It is implied by the circulation plan for the project that Twin Oaks Valley Road is usable from Gopher Canyon Road to Deer Springs Road through a small portion of the proposed project. We would wish this was only so, as it would solve some circulation problems. Twin Oaks Valley Road is obstructed by private ownership and cannot serve either as a bicycle path or a through collector road. There are some requirements now being put on Twin Oaks Valley Road by the Fire Marshall for access throughout its length for project consideration. It will be interesting to see how these problems are resolved. If the road goes through it will be a good idea, but resulting traffic will severely impact Bonsall's already insufficient road structure.

Applicant wants to dramatically change the existing EDA and CUDA lines for the project. We believe that the project proponents are in league with the City of San Marcos to incorporate a larger CUDA area into the plan; thus making possible future annexation by that entity easier, and thus inevitably make even greater density possible.

It is intimated in the applicant's report that to further their development ends that they intend to rewrite our Community Plan to further the creation of an SPA. We think that this is beyond the pale, and is analogous to letting the foxes have full rein on the chicken ranch. We went through too much in the configuration of our community plan to have developers rewrite it. They should have to follow it not be allowed to rewrite it!

In summary we object to this project on the following major grounds:

1. The proposed project will eliminate a needed green and ecological belt between the cities of San Marcos and Escondido and the more rural areas of North County.

BONSALL COMMUNITY SPONSOR GROUP

July 29, 2004

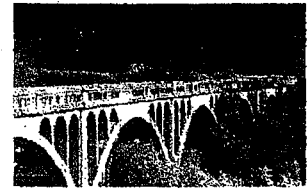
2. Major highway arteries do not provide sufficient capacity to even come close to allow the validation of the project.
3. The project is an affront to community character of both Twin Oaks and Bonsall. The proposed housing density is just too far out of line, and does not approach the character of surrounding living conditions of the existing residents.
4. The viewshed of the I-15 corridor will be severely impacted despite applicants protestations to the contrary.
5. We think it's a tremendous show of unwarranted guile for a developer to suggest rewriting changes into a community's general plan without approval of the community, and we also object to arbitrarily changing existing EDA and CUDA areas.



C.T. Davis
Vice-Chair, Bonsall Sponsor Group

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August 3, 2004

Using the document Merriam Mountains Specific Plan General Plan Amendment Report the following items are a few of the concerns at this time.

Reference to comments made come from the Bonsall Community Plan (BCP) page numbers are included.

1.2 Physical Features Prominent ridgelines divide the site...

BCP - Page. 3. Findings paragraph 3 The ridgelines, hilltops, and steep slopes prevalent in Bonsall are important natural resources

BCP - Page 3 Slopes shall be a significant factor when determining the appropriate Plan designation

1.3 Area History – Use of this type of language is not pertinent to the project as it can not be substantiated.

1.4 Existing Land Uses

Paragraph 3 - An abandoned quarry is located in the site... Yes one is located on site however, National Quarries a very active quarry is located less than ¼ mile from site on Twin Oaks Valley Road. This site has about 100 18 wheelers per day on this road.

Surrounding Land Use

Large-lot single-family development and avocado groves about the site - please refer to page 99 in this document under landscaping Slope Plantings Several slopes on the west side (why not the north)?

1.6 Policy Framework – Chapter 10 of this plan provides detailed consistency analysis of the ... Please refer to Page 114 of this document under Regional Land Use Element – statement is the 20/20 statement not the current plan goal.

Regional Land Use Element – The goal of the General Plan Regional Land Use Element is to accommodate population growth and influence ... "SCARCE RESOURCES WISELY" Developing a project this large on slopes and historic mountains does not apply.

Merriam is currently designated as both CUDA AND EDA statement within paragraph is misleading as near-term urban development is not an accurate statement.

Community and Subregional Plans

This project also includes Hidden Meadows as it will impact the 1-15 bridge and ramps. They will need to be included in the community process.



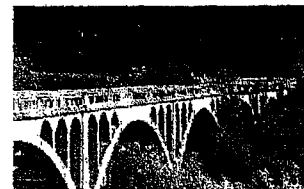
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The statement the North County Metro's overall goal is to accommodate a population of 430,000 persons can not be realistic as the entire county is to accommodate 660,000 by 20/20 this 1995 information is not realistic nor should it be quoted in this document to support this large development.

The Bonsall Community Plan's is stated correctly except is also included Merriam Mountains as a natural resource and needed to be protected in open space. (BCP) Page 35 Conservation Goals item number 3. Preserve native vegetation and wildlife Habitat in the Bonsall Plan area. Under Findings same page item d. San Marcos Mountains e. Merriam Mountains.

The purpose of any SPA is to assure a planned development that is sensitive to a property's unique constraints... The impact of 5,000 plus people in a wildlife habitat area as well as the impact on native vegetation does not meet the stated goal of SENSITIVE TO A PROPERTY'S UNIQUE CONSTRAINTS.

Each SPA includes a brief description of a property's existing conditions.... These policies and objectives, discussed in various chapters of the Specific Plan, guide the overall development of this SPA and ensure consistency with various elements of the San Diego County General Plan, North County Metro and Bonsall Community Plan. HOW does this project ensure consistency with the North County Metro, as they do not have a plan? **This project definitely is not consistent with the Bonsall Community Plan which is to preserve and enhance the rural character through the protection of agriculture, estate lots, ridgelines and natural resources.**

Other Relevant Ordinances & Policies item 6. Habitat Loss Permit – during our initial project introduction Stonegate stated that they would be dedicating the Bonsall Open Space to the Bonsall Conservancy. Please refer to 4.2 under Conservation & Open Space Plan.

2.2 Existing and Proposed Land Use Designations

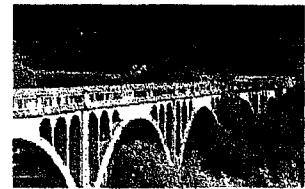
The 381 acres in the Bonsall Community Plan are designated as (18) Multiple Rural Use. How does the Specific Plan with a density of 1.03 dwelling units per acre, relate to a EDA intended low density should this be .5 for the Bonsall area under EDA? Why is our density the same as CUDA?

(2)



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North County Metropolitan Subregional and Bonsall Community Plan – Land Use Element
Merriam Mountains Specific Plan Area (1.03)

This description of the project is not supportive of our goal or our Conservation section of the Bonsall Community Plan on page 35.

Conditions – General item 1. All goals, objectives of the Bonsall Community Plan shall apply. How does it apply? The density, Mountains as a natural resource and Conservation are already in opposition to the Bonsall Community Plan.

General item 4. Steep slope areas BCP page 46, 47, 48, 49, 50 and 51 deal with a variety of considerations regarding slopes and encroachment.

Residential – Item number 1. The overall residential density of the SPA shall not exceed 1.03 dwelling units per acre with not more than 2,391 residential dwellings. **This statement does not support the EDA designation for Bonsall**

Item number 2. A variety of housing types and lot sizes... **This statement can not be included in the SPA portion of Bonsall as we can not accept the maximum building height nor the minimum residential lot size of 3,680 square feet.**

Open Space and Recreation - **These items 1-3 should not be included in the SPA for Bonsall as we do not agree to this use in our Open Space nor in the Mountain range.**

Public Facilities Item 1 The Specific Plan shall include a public facility element sewer... **Bonsall does not want sewer hook up in this area as this property will stay at 1/4, 1/8 or 1/20 or change to 1/40 for 20/20 if this project does not go forward.**

Land Use Compatibility At the same time the Merriam Specific Plan has the obligation to create compatibility with its immediate neighbors ... This statement can not be achieved with the density and the environmental impact this project will bring to the land.

Regional Transportation

This issue will be addressed at a later time.

Sewer and Water

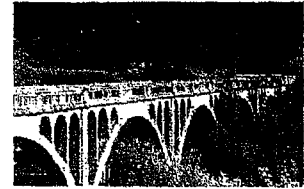
Again please note comment made under Public Facilities – Bonsall does not want sewer hook up in this area for 10 homes as stated under Public Facilities.

3



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2.6 Consistency with the San Diego County General Plan and North County Metro and Bonsall Community Plan. The Merriam SPA is NOT consistent with the goals, objectives and policies of this plan.

3.3 Planning Context. Again this has been covered in prior comments however the statement in the second paragraph As part of this project the Regional Land Use Element Map and both the North County Metro and Bonsall Community Plan text and map will be amended.. My understanding of amendments is that the changes will occur in the SPA amendment not in our Community Plan text.

Project Objectives – Provide for preservation of significant ... the environmental map included in this document shows that the entry roads into this project will cross over the wildlife corridors how will this be sensitive to regional wildlife?

As part of this project ... Again this statement needs to be corrected as mentioned in 3.3.

On page 28 under Project Objectives and again in Project Design statements such as consistent with the rural charm of Bonsall or to ensure compatibility with the rural charm of Twin Oaks Valley and Bonsall are statements that do not apply.

Access to the SPA on page 28 last paragraph is a major impact to **Bonsall as the letter from the Deer Springs Fire Department indicated that a major traffic will occur in both the Twin Oaks Valley Road to Gopher Canyon and on Lawrence Welk Drive. Please address the impact.**

Chapter 4

4.1 Existing Conditions The Merriam Specific Plan was developed in consideration of the existing natural resources ... This statement can not be realistic as to steep slopes, and sensitive habitats.

Contiguous Open Space Resources

How is the last sentence of the first paragraph considered as a open space resource? This is a working quarry on Twin Oaks Valley Road. This quarry has 100 trucks a day on the two lane road and has 75 years left on is permit.

Steep Slopes

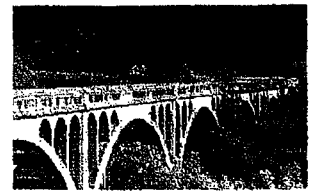
Paragraph 2 – Some encroachment into steep slope land is necessary to create a consolidated development footprint,....**BCP page 52 Policies and Recommendations items 1- 6. How does this project ensure compatibility and support rural charm?**

4



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Resource Conservation Areas – The Merriam SPA is located with in the Merriam Mountains RCA... Please refer to BCP page 35 d and e as mentioned before.

Conservation & Open Space Plan please refer to the BCP page 35 through 40 for concern of natural habitat and preserved open space.

4.3 Conservation & Open Space Goal, Objectives and Policies – Objective CO-1 Protect designed natural open space areas while allowing compatible uses and Objective CO-3 Minimize encroachment into steep slope lands. Please refer to BCP pages 6 and 52.

Chapter 5

5.1 As part of the Merriam project the Regional Land Use Element Map is.... Bonsall will not support the shift of the boundary line to support the sphere of influence for the Cities of Escondido and San Marcos. We are a rural area of the County and not an urban city like Escondido or San Marcos and do not want city standards impacting a beautiful mountain range in North County.

Again the last paragraph of page 40 indicated that the Community Plan texts are being amended . Please correct this error as soon as possible. Our Community Plan does not support the goal of a variety of housing types to accommodate anyone we support estate size lots agriculture, ridgelines and the community's natural resources.

Existing Land Use in Merriam Mountains again on site is an abandoned quarry however National Quarries is located less that ¼ of a mile from the site with 100 trucks per day using Twin Oaks Valley Road.

Land Use Suitability

The land use suitability analysis, which guided the Specific Plan design, reviewed steep slopes...please review again BCP pages 6 and 52.

Steep Slopes once again BCP page 52 covers our Community goal.

Prehistoric and Historic Sites – **There are no historic sites on the property on page 32 of this document is a different answer to this question. Please inform BCSG as to the correct answer.**

Commercial The Specific Plan provides for 12.9 acres of neighborhood commercial within two planning areas near the I-15/Deer Springs Road intersection. What two planning groups? Bonsall does not have any commercial south of 76 nor do we want it. Again what two planning groups? Why is this statement included in this document?

⑤



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5.3 Planning Subareas

The last paragraph of page 45 The Specific Plann allows dwelling units to be transferred between planning areas so long as the total maximum dwelling unit count is not exceeded in the SPA. Bonsall will not accept this as part of the SPA goal. We are an estate lot community and want to remain that according to our general plan.

.....

Page 58 Estate4 Residential Planning Area PA 20 This states that the density of 0.5 dwelling units per acre are permitted then why the statement in 5.3?

Chapter 6 Circulation Element

Deer Springs Fire Department and DPLU will be placing conditions on this project. One note Twin Oaks Valley Road is not a County road and does not have easement rights going north to Gopher Canyon.

6.3 Objective CE-1 Part of off site improvements need to include signals at the Gopher Canyon & I-15 Interchange to accommodate the traffic impact. Additional Park and Ride facilities also need to be developed at this Interchange.

Chapter 7 – Public Facilities Element

The County Water Authority is going forward with a water treatment plant adjacent to project site. Lines will go underneath the proposed entry roads as mentioned before. This is also a hazard for the area.

Objective PF-6 Ensure that wastewater... Policies PF-6.3 Sewer service for 10 homes in Bonsall is not Accepted, as mentioned before in comments.

Chapter 8 – Community Design Element

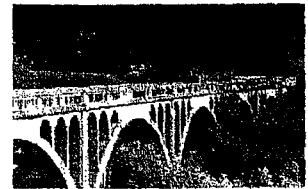
8.1 Existing Conditions

How will the five separate watersheds be preserved?

On page 78 and 80 The landscape palette, lighting, benches and signage will create a serene, rural aesthetic character...Please review BCP page 8 regarding lighting in Bonsall. Benches and signage for 10 homes in Bonsall will not be approved.

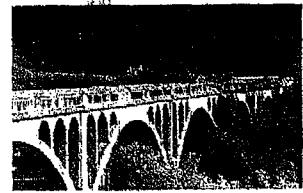


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8.4 Community Design Guidelines

These guidelines are intended to provide criteria by which to evaluate future development proposals in the community... This statement relates to the changes in the Community text and plan for future urban development.

.....

Streetscape Plan, Neighborhood Entries and Secondary Community Entry into Bonsall will adhere to our Community Design and Review Guidelines not what is suggested in this document.

Site Lighting in Bonsall will adhere to the Bonsall Community Plan and the Community Design and Review Guidelines.

Slope plantings and recommended in the BCP page 8.

8.5 Community Design Goal, Objectives and Policies

Objective CD-1 Policies CD-1.1 and CD-1.2 please refer to page 82 of this document.

Chapter 9 Implementation 9.2 Development Approvals Required the second to the last sentence of this paragraph states that the Merriam Specific Plan shall prevail over the County development regulations or zoning standards.

Zone Reclassifications - Bonsall is concerned with the change from our current zoning to S88 and the concepts mentioned in this document such as more density into Bonsall change in sewer service and road changes through the Open Space.

Vesting Tentative Map The concern is that density could change and additional dwellings will appear in the Bonsall area. This relates to the statement on page 45 of this document.

Page 109 – Final Subdivision Maps These maps will generally be prepared and recorded separately for each Planning Area If recorded separately why combine in a single Final Map

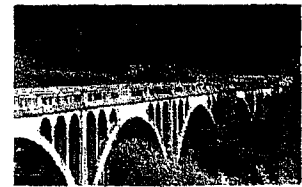
9.3 Development Phasing The most critical aspect of development phasing in the SPA is availability of transportation....traffic will be a major issue for the entire region.

7



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Chapter 10-General Plan Conformance

10.1 General Plan Issues The last sentence of this paragraph The proposed amendment includes changes to the Regional Land Use Element map and the North County Metro and Bonsall Community Plan text and map.

Regional Land Use Element

Paragraph 2 Lands with the EDA designation are intended for low-density residential and agricultural uses. The EDA designation does, however permit clustering of dwelling units. This is not recommended in the Bonsall area.

Page 115 North County Metro and Bonsall Community Plan Amendment

The last two sentences need to be revised. The subregional and community plan text is to include detailed policies and objectives regarding the development of Merriasm Specific Plan.. Proposed text to be included within the North County Metro and Bonsall Community Plan is included in Chapter. 2.

The Bonsall Sponsor Group does not support any change in our Community text or map from this project/developer. We will accept the same procedure that all other SPA's in Bonsall have experienced.

Part II Regional Land Use Element

1.1 through 1.3 statements are not correct. The document does not make any reference to affordable housing nor are any financial documents to support affordable housing included.

Other relevant goals of the Land Use Element

2.1 through 3.1 can not be balanced with any reason. This density is urban and will impact negatively the entire Merriam Mountain Range.

Specific Plan Consistency, the entire area is currently impacted with sensitive habitats, wetlands and Ridgelines. Two high quality riparian areas streams oak woodlands coastal sage and chaparral do not need to be impacted. Not all sensitive areas of the County need to be mitigated and developed into urban high density communities.

Part VI Scenic Highway Element

The first paragraph is very misleading as Twin Oaks Valley Road may be designated as a Third Priority Scenic Route years ago but the County does not have easement rights to this road and it Is not a public through road. The person that owns the property in question has a gate on his property and closes it at will.



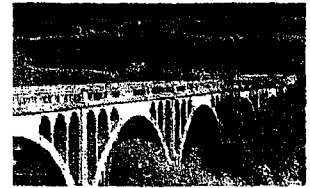
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Part VII Public Safety Element

The County water Authority is developing a treatment plant next to the project site and will be using hazardous material in the pipe line that goes across the property and under both entry roads to the project.

Part X Conservation Element

Chapter 2 – Specific Plan Consistency – the last sentence – The proposed open space lands connect to the San Marcos Mountains Resource Conservation Area which is adjacent to Merriam. Please refer to the BCP on page 35 d and e plus comments that identify this area as a resource Conservation Areas and requires special attention in order that it may be preserved or conserved for long-term managed utilization by future generations.

On page 132 Specific Plan Consistency. The Merriam Mountains project will only "protect" 65.5% And impact all of the wild life corridors.

Page 133 Specific Plan Consistency – Bonsall does not support the 100 x 100 pad size and recommends a change in this part of the document.

Circulation

Goal – Mass transit in this area of Bonsall is not recommended and will not be supported by the circulation element.

Sewer and Water Facilities – Policy 3 Sewer in this part of Bonsall is not recommended nor will it be supported.

Conservation – General Policy 1 – c. Application of special land use controls such as cluster zoning consistent with the Bonsall Community Plan Land Use Element policies, large lot zoning, scenic or natural resources preservation plan designations and zones. This is not consistent with Page 133 Specific Plan Consistency.

Page 138 Policy 3 Preserve ridgelines by buildings... should read Preserve all ridgelines.

Page 139 The first sentence that states amending the text once again. Please correct.

Specific Plan Consistency: The Specific Plan is... the plan is not consistent with the Bonsall Community Plan and this statement needs to be corrected.

Residential - Specific Plan Consistency: The Specific Plan allows for an overall density of 1.03 dwelling units per acreThis should not included the area in Bonsall as our density is not 1.03.

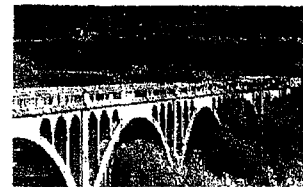


9



BONSALL COMMUNITY SPONSOR GROUP

Dedicated to enhancing and preserving a rural lifestyle



Page 141 Public Facilities item 1 The Specific Plan shall include.....again Bonsall does not support sewer in this region of our Community.

Page 8-96 Private Garages and Carports, Attached. This paragraph does not apply to as 2000 Square feet or 25% of the living area is not reasonable for a 2 acre lot.

Margaret Morgan, Chair
Bonsall Community Sponsor Group

10



<http://communities.signonsandiego.com/groups/bonsallcommunitysponsorgroup>





RECEIVED

FFB 13 2006

COUNTY OF SAN DIEGO • DEPARTMENT OF PLANNING AND LAND USE

PLANNING GROUP ACTION ON PROJECT (Case Number)

SP04-006

The Bonsall Community Sponsor Group at their meeting on Feb. 7, 2006 evaluated the following issues and provided comments as applicable:

A. Results of your Group's evaluation of the project including the following:

- ☒ The completeness and accuracy of the Project Description
- ☒ Issues of concern in the project vicinity
- ☒ Consistency with the community character
- ☒ Potential inconsistencies with your Community Plan
- ☒ Specific concerns regarding project design, planning or environmental issues (e.g., traffic, biology, archaeology, noise)

NOTE ATTACHED PAPERWORK.

B. The BONSALL Group ☒ did OR ☐ did not make a formal recommendation, approval or denial on the project at this time. (Please consider the direction provided by the Project's DPLU Project Manager.)

If a formal recommendation was made, please check the appropriate box below:

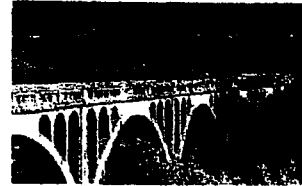
MOTION: ☐ Approve with/without Conditions ☒ Deny ☐ Continue

VOTE: 6 Yes ☐ No ☐ Abstain

BY: C. T. Davis Position V-CHAIR BCSG Date 2/7/06

Conditions/Recommendation

MOTION TO REJECT THIS ITERATION OF THE PROJECT.

BONSALL COMMUNITY SPONSOR GROUP*Dedicated to enhancing and preserving a rural lifestyle*

Trail Heads that are called out per project plan are not part of our Board Of Supervisors Approved Community Trail Plan. The proposed Trail Head in the area will not be supported by the Trails Committee of the Community or the Bonsall Community Sponsor Group as this brings non- residential people into a residential neighborhood on a two lane road that will by the applicants statements in this document increase traffic.

**Margarette Morgan, Chair
Bonsall Community Sponsor Group**

Page 5



<http://www.bcsbg.org>



BONSALL COMMUNITY SPONSOR GROUP

February 6, 2006

Project: Specific Plan 04-006; Merriam Mountains; aka Stonegate

Reviewing this project once again is as that great American Philosopher, Yogi Berra, once stated, "This is like deja vu all over again." Problem here is that the proposed project doesn't get more reasonable in meeting the various development criteria that are presently imposed on the area, but with each iteration and revision becomes more outrageous.

In a previous review of this project dated April 4, 2005 we pretty well covered our objections to this proposed expansive development. It would be redundant to repeat them here, but they are still valid, therefore, they are attached to this somewhat shorter dissertation for reference.

The main macro objections to the complete SPA proposed project can be still summed up with the phrases: lack of adequate infrastructure, too much density, and a degradation of community character.

This Specific Plan Amendment Report has used the previous report dated March 2005 as boiler plate. A few things, however have changed. What stands out is that density has been upped; the former value of 1391 units has now been "improved" to 2700 units. This is an increase of over 3500 ADT over the former assessment. A possible 32,400 total ADT to further decimate our inadequate local road infrastructure.

The Bonsall Planning Area only encompasses 375 acres of the total 2,327 acres of the proposed project. The majority of the Project is in the North County Metro Planning Area. This is unfortunate as there is no citizen planning or sponsor group to counter the onslaught of developer avarice and in pact. Unfortunately, we are the only planning group that has a direct vested connection to this project. We do, however, have hope that the Twin Oaks planning group will have generous adverse comments concerning the project, as it will have great impact on their planning area. Since we have previously commented on the total project in some detail this review will be more confined to the projects potential influence on the Bonsall Planning Area and Community.

Currently our area of the project is zoned as A-70, Limited Agricultural, where 1du/4,8,&20 acre min. would apply. We have recommended it be classified for 1 du/ 40 acres for the 2020 General Plan. We are uncomfortable with the applicants attempt to classify the overall density of the proposed SPA as 1.16 dwelling units per acre. It is possible that if the 2700 dwelling units proposed for the total project minus the 10 dwelling units now proposed for Bonsall's area of the project could not be accommodated in the North County Metro area of the plan; overflow regrettably would then befall to Bonsall's portion of the project. Our suspicion is strengthened by several inferences that these 10 estate homes will be accommodated by a sewer extension. Large parcel type estate homes do not need sewer service. It would be excessively costly to bring sewer to serve 10 homes separated from the main body of development. Obviously, there must be an ulterior motive in play here to accommodate future

BONSALL COMMUNITY SPONSOR GROUP

February 6, 2006

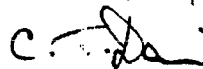
increased density.

We are unsure how the 10 estate building lots situated in the Bonsall area will impact the ridgeline. The area of the proposed project is now mostly subject to a "B" designator classification. Houses on a ridgeline are of course a no no; and counter to a "B" designator and our Community Plan. Of course, the developer wants to reduce the area subject to the "B" designator. We are very suspicious of this reclassification attempt as being self serving.

A statement is made on page 61 of the new Report that the 10 estate homes being proposed for Bonsall will be served by an emergency access road. What is this all about? Are not emergency access roads to be used for only emergency use? Should not a permanent road to serve these homes full time as primary access be provided? The proceeding serves as an excellent for a word to the general topic of local Bonsall road infrastructure and the lack of attention devoted by the developer to mitigate an increasing intolerable situation.

It is implied by the Circulation Plan included in the Report (Figure 6-1) that Buena Creek Road, Deer Springs Road, Twin Oaks Valley Road, Gopher Canyon Road, Champagne Blvd., and I-15 will be directly impacted by this project. It is interesting that Twin Oaks Valley Road is indicated as being cut through to Gopher Canyon Road. There are presently some easement problems centering around Twin Oaks Valley Road. This road is not now a public thoroughfare. Is the developer going to clear up the easement problems widen and refurbish this road, and then dedicate it to the County? If Twin Oaks is cut through to Gopher Canyon at the very least the developer should be required to widen and enhance this road east to I-15. Likewise Deer Springs Road should be improved at developer expense east to I-15 to accommodate the increased traffic generated by this project. There is also an overflow that will have to be accommodated by Champagne Blvd.; that will also need mitigation. The big item is of course I-15; traffic is now backing up from Escondido during certain hours of the day. Should not the developer be required to dedicate a few million dollars towards the widening of I-15? The point of this paragraph is that the surrounding road infrastructure to this project is insufficient, and the developer is not outlining any mitigation proposals that amount to anything.

There are many problems to consider when reviewing this project. It is plainly not compatible with the existing topography and the character of surrounding development. To comment in detail on all that is wrong would necessitate a counter report about equal to the report size under discussion. Unfortunately, a citizen group as is the BCSG does not have the necessary resources to devote to such an effort. Our current comments will, therefore, now terminate. No doubt we will have future opportunities to generate further remarks.



C.T. Davis
Vice-Chair, Bonsall Sponsor Group

BONSALL COMMUNITY SPONSOR GROUP

April 4, 2005

Project: TM5381 Merriam Mountains; aka Stonegate

This report is a new iteration of a project that formally started last year. The report is a study in tautology, and makes for some pretty boring reading. The Bonsall Sponsor Group has never felt comfortable with this project. This report does not improve our comfort level; it further degrades it. It is impossible to describe all the things that we find distasteful with the project. There is something on every page that presents a problem. The big objections can be summed up with the phrases: lack of adequate infrastructure, too much density, and a degradation of community character.

We have previously commented on this project in connection with our August 2004 Meeting. At that time we stated in list form our objections to the project as:

1. The proposed project will eliminate a needed green and ecological belt between the cities of San Marcos and Escondido and the more rural areas of North County.
2. Major highway arteries do not provide sufficient capacity to even come close to allow the validation of the project.
3. The project is an affront to community character of both Twin Oaks and Bonsall. The proposed housing density is just too far out of line, and does not approach the character of surrounding living conditions of the existing residents.
4. The viewshed of the I-15 corridor will be severely impacted despite applicants protestations to the contrary.
5. We think it's a tremendous show of unwarranted guile for a developer to suggest rewriting changes into a community's general plan without approval of the community, and we also object to arbitrarily changing existing EDA and CUDA areas.

To these abbreviated original comments we would additionally add:

6. Five separate school districts are described to be in line to serve the proposed project. This is absurd, and would go against establishing any kind of educational uniformity within a project. Why is not one school system singled out to serve a project of this nature?
7. It is noted that the developer now wants to include a 10 percent affordable housing component within the project. Ten percent of the proposed 2391 dwelling units would be 239 units; interesting. What is affordable housing? It's an oxymoron if nothing else for the average wage earner.

Part 2 of 3 Attach J Page # 60**BONSALL COMMUNITY SPONSOR GROUP**

April 4, 2005

8. A statement is made on page 50 of the report that this Merriam project is served by major transportation infrastructure i.e. I-15, Deer Springs Road, Highway 78 and a future Sprinter Rail Line. No mention is made on how poor the level of service is on this so called major transportation infrastructure. This is a major failing in the report.
9. It is noted that a couple of positive items: number of parks and amount of open space have been reduced in this iteration of the original report while a negative item the acreage devoted to commercial development has been increased. We wonder is this a trend that will be followed in future iterations?

One of the most interesting statements in the new report is found on page 26 under Regional Transportation:

Improvements to the regional transportation infrastructure that will mitigate existing capacity deficiencies as well as project impacts are expected and will be determined during the CEQA process. The project will contribute its fair share of needed improvements.

Really! Such statements have been made and attached to projects of this nature in this County for many years. Alas, they are not true nor meaningful because we see no instance where adequate mitigation to even a minor degree has taken place. Traffic conditions continue to worsen month after month not improve in spite of all the mitigation supposedly taking place.

Developers continue to harp on the property rights of property owners to develop their respective holdings in any manner which they see fit, but where is the protection of the rights of existing property owners to be able to move freely on the highways and byways of the County without being impeded with unwanted and unwarranted development that is out of control? The existing property owners have over the years been paying heavy fuel, vehicle, and related highway taxes and having their life style and quality of life further deteriorated by unbearable traffic conditions. The existing resident is getting very little in return for all of his continual participation in the tax system. This is not right! San Diego and California vehicle owners deserve better for what they pay and have been paying for over many years. California is now pay the fourth highest taxes per gallon of gas in the country and rank last in per capita spending on roads. This situation is being exacerbated by developments not paying their so called fair share to pay for the over abundance of unmitigated intolerable traffic that these same developments are placing on the roads.

Part 2 of 3 Attach J Page # 61**BONSALL COMMUNITY SPONSOR GROUP**

April 4, 2005

This proposed project is in the same area where a possible 9000 homes, a quarry, and a dump are planned. Interstate 15 is already plugged going both north and south many hours of the day. Should all these obscene projects coupled with this one with a potential of around 30,000 average daily trips be approved we are heading for a traffic Armageddon and much additional local resident and commuter unhappiness!

C.T. Davis
Vice-Chair, Bonsall Sponsor Group

Part 2 of 3 Attach J Page # 62

BONSALL COMMUNITY SPONSOR GROUP

Dedicated to enhancing and preserving a rural lifestyle



Merriam Mountains
Specific Plan
General Plan Amendment Report
Remarks Dated: February 3, 2006

Reference to comments made come from the Bonsall Community Plan (BCP) page numbers are included and the current Specific Plan dated January 2006. Some items are carried over from the August 3, 2004 and April 20, 2005 comments while others are new concerns.

Using the document dated January 2006 for the Merriam Mountains Specific Plan General Plan Amendment Report the following items are of concern at this time.

Refer to statement: Subregional and Community Plan Amendment Page 12

The proposed subregional and community plan amendment consists of consolidating the various General Plan Land Use designations to establish the Merriam (21) Specific Planning Area. This Amendment will allow for preparation of a comprehensive Specific Plan with an overall Density Designator of 1.16 dwelling units per acre, resulting in a total of 2,700 dwelling units. The subregional and community plan text is to include detailed policies and objectives regarding the development of Merriam Specific Plan. The following text is proposed to be included within the North County Metro and Bonsall Community Plan text:

The first statement in this January 2006 submittal that jumps out is that the total project will be changing from S-88 to 21 SPA 1.16 for the entire project. How does the portion of the project in Bonsall remain as Estate Lots with this designation? Especially with the following remarks regarding the need for sewer to accommodate 10 homes. Sewer service is not needed in an agricultural designated area of the Community! Sewer service promotes high density ...

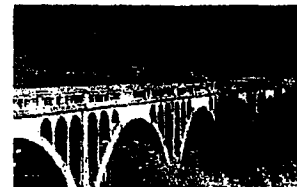
Open space numbers in the March 2005 General Plan Amendment Report indicated that the open space Acres were 1,691 **page 21**. How did the new acres of open space Habitat to be preserved decrease to 1,305, **Page 13 & 20**, January 2006.

Regarding the sewer service to ten homes in Bonsall reference was being served by either Rainbow Water or Valley Center Water District **Page 24**. We are not interested in creating any sewers in the area as stated before as this is part of our designated agricultural area. We are interested in preserving and keeping this area designated as agricultural and rural residential which meets our current Community Plan. This area of Bonsall is designated in the 20/20 plan to be designated as 1du/40. With both of these designations the Community is not interested in creating a new designation that promotes sewer service in this part of our community. Another concern is any major grading or development that might impact or change our ridgelines with development.



BONSALL COMMUNITY SPONSOR GROUP

Dedicated to enhancing and preserving a rural lifestyle



The BCSG very concerned with the limitation of graded pad size in the 2 acre size lot.

It is mentioned on Page 29 that a road is designed on the Ridgeline where habitat travel why?

Explain the difference in the Open space defined on Page 13 and Page 20.

Conservation Open Space 2.3 "B" Designator how will the view be screened from view from I-15 and the ridgeline? Page 40

Estate Development Area in Bonsall should not have the 21 SPA 1.16 designation referenced on Page 41.

Are the following roads Twin Oaks Valley Road and Lawrence Welk Drive, Rock Bluff Lane and North Tank Emergency Access Road as stated in the Estate Residential Planning Area, Page 61 or are the roads used as full access roads as stated on Page 68?

As stated on Page 70 a project of this size and the volume of traffic that it will produce (based on SANDAG and the County) 12 trips a day per household that would produce 32400 trips a day. with this volume of traffic why is the County allowing this project to begin the project at a level of service "C" on the County allowing this project to start at a level of service "C" on Circulation Element Roads and all off-site improvement designed to achieve a Level of Service "D". This means inside the project it may be OK but as the traffic leaves project the surrounding roads will exhibit a level of service "F" or grid lock. This potential must be addressed by the County. No references to off site improvements as to the impact to Gopher Canyon Road or Twin Oaks Road in Bonsall has been mentioned in this document. No reference has been made to the intersection at I-15 and Gopher Canyon as to traffic signals.

Reference to sewer service from Rainbow Water for Bonsall is noted on Pages 71 & 72.

Annexing will be needed for water service as referenced on Figure 7-2 and page 72 at this point Valley Center referenced previously on Page 24 is not, however, mentioned but Rainbow is on page 72.



BONSALL COMMUNITY SPONSOR GROUP

Dedicated to enhancing and preserving a rural lifestyle



Figure 8-2 "D" designator map what happened to Twin Oaks Valley Rd at parcel 174-280-14 & 11?

Page 88 and Figure 8-3 shows impact to Gopher Canyon Road from this project. What improvements are going to be conditioned to this project for the impact made on our local roads?

In reference to landscape planting in Bonsall we would prefer the list of plants to be selected from the San Diego County Fire/Drought tolerant plant list available on the County web site Page 105. Bonsall's plant list as in our Design Guidelines does not reflect concerns since the major fires and we now would like to support the County with the approved Fire Plant List as this is a High Fire Risk Area. Figure 8-15 and Page 106.

In the design of the project in the Twin Oaks area the figures show curbs, gutters and sidewalks. The Bonsall Community Plan does not accept this as a project inclusion in our Community.

The BCSG does not support zone reclassification from EDA to CUDA Page 113 to Figure 2-1.

The Bonsall Community Plan supports R1-25 and does not support the designation of S-88 that this project proposes "overall Density Designator of 1.16." Page 115

CUDA policies include 4 dwelling units per gross acre and we do not support the applicants request to increase the density to 2.6 dwellings units per gross acre. Page 122

Once again the sewer is mentioned on Page 123 we do not support this in our Agriculture Areas.

As reflected again the Amendment to Designate Merriam Mount Project as 21 Specific Planning Area 1.16 is not supported in Bonsall Page 123.

The San Diego County Board of Supervisors Resolution: Section 65451 – The Board Resolution does not have to support more intensive zones and we support the Board in reducing the intensive nature of this project. Page 124

The mention of Rainbow Water and Valley Center Water regarding sewer in the 10 Estate Homes of Bonsall Page 125 & 126. We do not support the applicants desire to supply 10 homes with sewer as existing homes in the area do not have sewer and this is an agricultural area as designated in our Community Plan.



BONSALL COMMUNITY SPONSOR GROUP

Dedicated to enhancing and preserving a rural lifestyle



Under Transportation on Page 136 & 137 we do not support a project that will be providing a level of service "D" and "C" and the design density level of the proposed project. This is a project that will be in circulation failure from the start of the design!

Please reference and explain Page 138 Box that states single Family Residence from 2 to 4 acres includes neighborhood commercial.

On Pages 139 and 141 reference to sewer service in Bonsall is mentioned with Valley Center Water as a flow transfer station for the project. This is not an option for 10 Estate Homes.

Policy 6 Sewer, Road Impacts Page 142 clustering in this area is not consistent with other Homes in the Bonsall area.

Back to Circulation – Policy 3 major volumes will be added through North Tank Rd. and Twin Oaks to Gopher Canyon Rd. Page 142

Policy 7 as stated the design of Twin Oaks Road is shown as a straight road outside the SPA it now is in opposition to the Bonsall road guidelines.

The Bonsall Community Plan or Design Guidelines– indicate that the current configuration of Lawrence Welk can handle the existing homes plus the proposed 10 Estate Lots however, the grade on Lawrence Welk is of concern to be used as a major road for traffic volume from North Tank and the rest of the SPA Page 143.

No sewer in this area of Bonsall Page 144.

In the Bonsall Community Plan the Goals and Objectives & Policies are not met with this SPA Page 149 & 150.

- * Circulation
- Overall Density of 1.16 based on projects need of 2700 units
- Sewer Service in Agriculture Area
- Potential High Density in Agriculture Area with advent of sewer service if plans
- Plan states that to meet the goal of 2700 units they need the 1.16 for the entire Project thus the potential of more density is possible.

SPC #2 Please explain the reference to Steep Slope Cluster on Page 150 what does that refer to in overall plan?



<http://www.bcsgrg.org>



Part 2 of 3 Attach J Page # 66**BONSALL COMMUNITY SPONSOR GROUP**

July 29, 2004

Project SDC DPLU RCVD 06-30-04;GPA04-06;SP04-06;REZ04-013;TM5381;S04-035;S04-036;S04-037;S04-038; aka Stonegate

We have been asked to comment on this project. The Project as noted from the above identification is extensive and involved. Initially, we have been sent eight and three quarter pounds of paper to review. As this project is likely to go on for a figurative forever, we will initially only respond to the macro aspects of the project that we don't like, and a few of the more obvious small issues that are most irritating. No doubt that down the time line we will have ample opportunity to further comment and show our displeasure on various other facets of the project.

We find the suffix 'gate' on Stonegate the common nomenclature for the project propitious. As the overall impact of the project will be as disastrous to North San Diego County as Watergate was to the Country.

Project applicant is listed as Stonegate Merriam Mountains L.L.C. Applicant wants to construct on approximately 2,320 acres five neighborhoods of Orange County type cookie cutter type housing. Densities will range from 2.6 dwelling units per acre up to 20 dwelling units per acre. Applicant wishes to turn the total area into an SPA with an allowed development potential of 1.03 dwelling units per acre or a total of 2,391 dwelling units. It is unclear what the total number of families will be housed as 1,246 of these units are listed as multi-family dwelling units. Applicant throughout the project report protests that great effort is being put forth to preserve the rural atmosphere, ambience, and rustic charm of the site and surrounding area. By definition housing density of that being proposed will do nothing but trash any feeling of rural character.

The area that is under attack is on the west side of I-15 between Gopher Canyon and Deer Springs Roads. It is rugged in topography; of the total involved acreage 71% of the area is impacted with slopes in excess of 25%. Specific to the Bonsall Community Sponsor Group, fortunately, only 381 acres of the total is in the Bonsall Planning Area; the rest is in the Twin Oaks Area. The clustering being proposed is necessary as the area is too rugged to support spaced estate housing. Little area beyond the valley floors would support economy in building thus the densities being promulgated. We will of course support the Twin Oaks Valley Sponsor Group in their deliberations and conclusions concerning this project. Our understanding is that they are not now exactly enamored with the project, which is most probably an understatement. Presently, the Bonsall land area of the project is zoned for one dwelling unit per 2 or 4 acres with slope of course a controlling factor. Future zoning being supported by our Sponsor Group is one dwelling per 40 acres as part of the new County General Plan under development.

Currently, the applicant says only 10 dwelling units are proposed for the Bonsall portion of the project, but on page 45 of their report there is a rather disturbing admission: "The Specific Plan allows dwelling units to be transferred between planning areas so long as the total maximum dwelling unit count is not exceeded in the SPA." Therefore, who knows what density will be shoved down Bonsall's throat? We are very suspicious that

BONSALL COMMUNITY SPONSOR GROUP

July 29, 2004

the SPA classification is but a ruse to severely modify the project in the future much to the detriment of Bonsall.

Infrastructure, infrastructure, infrastructure, where is it to support this project? With the stated number of housing units were talking in the neighborhood of 30,000 average daily trips being dumped onto I-15 and further impacting SR-78 and 76. At his point we are not concerned with the surrounding and internal roads to the project. As the highways that the local roads dump onto will act like corks in a bottle. Why improve the local roads if nothing is done to increase the capacity of the aforementioned dangerous, over utilized, and severely traffic impacted highways which the local roads feed? Applicant states that they intend to appease and mitigate traffic impacts on I-15 by doing a postage stamp fix to the interchange at Deer Springs Road. Sorry, but that just doesn't cut it; the problem is a great deal larger than a minor fix! They have not proposed any mitigation for SR78 or 76. Projects of this nature use a great deal of water. There seems to be an open secret that is discussed by knowledgeable people that California is running out of usable water. Some jurisdictions in the State are limiting development because of this shortage. Is it not time for San Diego County to also review water availability related to the impact of continual development on a scarce resource?

It is implied by the circulation plan for the project that Twin Oaks Valley Road is usable from Gopher Canyon Road to Deer Springs Road through a small portion of the proposed project. We would wish this was only so, as it would solve some circulation problems. Twin Oaks Valley Road is obstructed by private ownership and cannot serve either as a bicycle path or a through collector road. There are some requirements now being put on Twin Oaks Valley Road by the Fire Marshall for access throughout its length for project consideration. It will be interesting to see how these problems are resolved. If the road goes through it will be a good idea, but resulting traffic will severely impact Bonsall's already insufficient road structure.

Applicant wants to dramatically change the existing EDA and CUDA lines for the project. We believe that the project proponents are in league with the City of San Marcos to incorporate a larger CUDA area into the plan; thus making possible future annexation by that entity easier, and thus inevitably make even greater density possible.

It is intimated in the applicant's report that to further their development ends that they intend to rewrite our Community Plan to further the creation of an SPA. We think that this is beyond the pale, and is analogous to letting the foxes have full rein on the chicken ranch. We went through too much in the configuration of our community plan to have developers rewrite it. They should have to follow it not be allowed to rewrite it!

In summary we object to this project on the following major grounds:

1. The proposed project will eliminate a needed green and ecological belt between the cities of San Marcos and Escondido and the more rural areas of North County.

BONSALL COMMUNITY SPONSOR GROUP

July 29, 2004

2. Major highway arteries do not provide sufficient capacity to even come close to allow the validation of the project.
3. The project is an affront to community character of both Twin Oaks and Bonsall. The proposed housing density is just too far out of line, and does not approach the character of surrounding living conditions of the existing residents.
4. The viewshed of the I-15 corridor will be severely impacted despite applicants protestations to the contrary.
5. We think it's a tremendous show of unwarranted guile for a developer to suggest rewriting changes into a community's general plan without approval of the community, and we also object to arbitrarily changing existing EDA and CUDA areas.



C.T. Davis
Vice-Chair, Bonsall Sponsor Group



COUNTY OF SAN DIEGO

DEPARTMENT OF PLANNING AND LAND USE

GPA04-06 SP04-06 REZ04-013

TM5381 S04-035 S04-036

CASE NUMBER:

S04-037 S04-038

PLEASE RESPOND BY:

7/21/04

PLANNING GROUP/SPONSOR GROUP PROJECT REVIEW AND RECOMMENDATION

Board Policy I-1 states; "groups may advise the appropriate boards and commissions on discretionary projects as well as on planning and land use matters important to the community." The Department of Planning and Land Use (DPLU) has received an application for the project referenced above and requests your Group's input regarding the above project.

Please have your group mark the appropriate box below to indicate whether the project is of a relatively simple design and has no apparent environmental impacts, or if your Group feels a project will require extensive planning and environmental study. Please provide this information and your groups final motion within 21 days if your Group feels these comments should be considered during the project Scoping period.

☐ This project is of a relatively simple design and has no apparent environmental impacts. Our recommendation regarding the project is provided below.

☐ This project has planning and environmental issues needing further review. Our Group's listing of concerns and other comments that should be considered in the project review are provided below.

If environmental documents are circulated, your group will have an opportunity to comment on the environmental document and make a final recommendation on the project to DPLU. The DPLU final recommendation of the project will be made at a later date.

Once this project is assigned, the DPLU Project Manager will notify your Group Chair of the project assignment and will answer any questions regarding the response DPLU is requesting to complete application processing.

The BOWSALL Group at their meeting on 8/3/04 took the following action regarding the above project:

MOTION:

TO DENY BECAUSE PROJECT TEXTURE IS
INCONSISTENT WITH THE BOWSALL COMMUNITY PLAN.
SEE FOLLOWING WRITUPS.

VOTE: 6 Yes ☐ No ☐ Abstain

BY:

C. T. Dan

Position

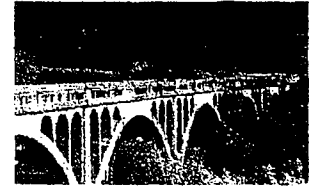
V-CHAIR BCSG

Date

8/3/04

BONSALL COMMUNITY SPONSOR GROUP

Dedicated to enhancing and preserving a rural lifestyle



August 3, 2004

Using the document Merriam Mountains Specific Plan General Plan Amendment Report the following items are a few of the concerns at this time.

Reference to comments made come from the Bonsall Community Plan (BCP) page numbers are included.

1.2 Physical Features Prominent ridgelines divide the site...

BCP - Page. 3. Findings paragraph 3 The ridgelines, hilltops, and steep slopes prevalent in Bonsall are important natural resources

BCP - Page 3 Slopes shall be a significant factor when determining the appropriate Plan designation

1.3 Area History – Use of this type of language is not pertinent to the project as it can not be substantiated.

1.4 Existing Land Uses

Paragraph 3 - An abandoned quarry is located in the site... Yes one is located on site however, National Quarries a very active quarry is located less than ¼ mile from site on Twin Oaks Valley Road. This site has about 100 18 wheelers per day on this road.

Surrounding Land Use

Large-lot single-family development and avocado groves about the site - please refer to page 99 in this document under landscaping Slope Plantings Several slopes on the west side (why not the north)?

1.6 Policy Framework – Chapter 10 of this plan provides detailed consistency analysis of the ...

Please refer to Page 114 of this document under Regional Land Use Element – statement is the 20/20 statement not the current plan goal.

Regional Land Use Element – The goal of the General Plan Regional Land Use Element is to accommodate population growth and influence "SCARCE RESOURCES WISELY" Developing a project this large on slopes and historic mountains does not apply.

Merriam is currently designated as both CUDA AND EDA statement within paragraph is misleading as near-term urban development is not an accurate statement.

Community and Subregional Plans

This project also includes Hidden Meadows as it will impact the 1-15 bridge and ramps. They will need to be included in the community process.

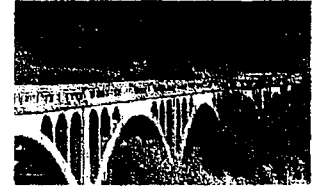


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The statement the North County Metro's overall goal is to accommodate a population of 430,000 persons can not be realistic as the entire county is to accommodate 660,000 by 20/20 this 1995 information is not realistic nor should it be quoted in this document to support this large development.

The Bonsall Community Plan's is stated correctly except is also included Merriam Mountains as a natural resource and needed to be protected in open space. (BCP) Page 35 Conservation Goals item number 3. Preserve native vegetation and wildlife Habitat in the Bonsall Plan area. Under Findings same page item d. San Marcos Mountains e. Merriam Mountains.

The purpose of any SPA is to assure a planned development that is sensitive to a property's unique constraints... The impact of 5,000 plus people in a wildlife habitat area as well as the impact on native vegetation does not meet the stated goal of SENSITIVE TO A PROPERTY'S UNIQUE CONSTRAINTS.

Each SPA includes a brief description of a property's existing conditions.... These policies and objectives, discussed in various chapters of the Specific Plan, guide the overall development of this SPA and ensure consistency with various elements of the San Diego County General Plan, North County Metro and Bonsall Community Plan. HOW does this project ensure consistency with the North County Metro, as they do not have a plan? **This project definitely is not consistent with the Bonsall Community Plan which is to preserve and enhance the rural character through the protection of agriculture, estate lots, ridgelines and natural resources.**

Other Relevant Ordinances & Policies item 6. Habitat Loss Permit – during our initial project introduction Stonegate stated that they would be dedicating the Bonsall Open Space to the Bonsall Conservancy. Please refer to 4.2 under Conservation & Open Space Plan.

2.2 Existing and Proposed Land Use Designations

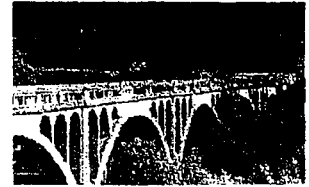
The 381 acres in the Bonsall Community Plan are designated as (18) Multiple Rural Use. How does the Specific Plan with a density of 1.03 dwelling units per acre, relate to a EDA intended low density should this be .5 for the Bonsall area under EDA? Why is our density the same as CUDA?

(2)



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North County Metropolitan Subregional and Bonsall Community Plan – Land Use Element
Merriam Mountains Specific Plan Area (1.03)

This description of the project is not supportive of our goal or our Conservation section of the Bonsall Community Plan on page 35.

Conditions – General item 1. All goals, objectives of the Bonsall Community Plan shall apply. How does it apply? The density, Mountains as a natural resource and Conservation are already in opposition to the Bonsall Community Plan.

General item 4. Steep slope areas BCP page 46, 47, 48, 49, 50 and 51 deal with a variety of considerations regarding slopes and encroachment.

Residential – Item number 1. The overall residential density of the SPA shall not exceed 1.03 dwelling units per acre with not more than 2,391 residential dwellings. **This statement does not support the EDA designation for Bonsall**

Item number 2. A variety of housing types and lot sizes... **This statement can not be included in the SPA portion of Bonsall as we can not accept the maximum building height nor the minimum residential lot size of 3,680 square feet.**

Open Space and Recreation - **These items 1-3 should not be included in the SPA for Bonsall as we do not agree to this use in our Open Space nor in the Mountain range.**

Public Facilities Item 1 The Specific Plan shall include a public facility element sewer... **Bonsall does not want sewer hook up in this area as this property will stay at 1/4, 1/8 or 1/20 or change to 1/40 for 20/20 if this project does not go forward.**

Land Use Compatibility At the same time the Merriam Specific Plan has the obligation to create compatibility with its immediate neighbors ... This statement can not be achieved with the density and the environmental impact this project will bring to the land.

Regional Transportation

This issue will be addressed at a later time.

Sewer and Water

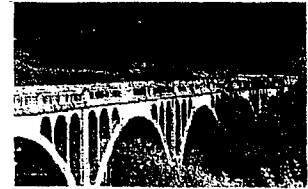
Again please note comment made under Public Facilities – Bonsall does not want sewer hook up in this area for 10 homes as stated under Public Facilities.

③



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2.6 Consistency with the San Diego County General Plan and North County Metro and Bonsall Community Plan. The Merriam SPA is NOT consistent with the goals, objectives and policies of this plan.

3.3 Planning Context. Again this has been covered in prior comments however the statement in the second paragraph As part of this project the Regional Land Use Element Map and both the North County Metro and Bonsall Community Plan text and map will be amended.. My understanding of amendments is that the changes will occur in the SPA amendment not in our Community Plan text.

Project Objectives – Provide for preservation of significant ... the environmental map included in this document shows that the entry roads into this project will cross over the wildlife corridors how will this be sensitive to regional wildlife?

As part of this project ... Again this statement needs to be corrected as mentioned in 3.3.

On page 28 under Project Objectives and again in Project Design statements such as consistent with the rural charm of Bonsall or to ensure compatibility with the rural charm of Twin Oaks Valley and Bonsall are statements that do not apply.

Access to the SPA on page 28 last paragraph is a major impact to **Bonsall as the letter from the Deer Springs Fire Department indicated that a major traffic will occur in both the Twin Oaks Valley Road to Gopher Canyon and on Lawrence Welk Drive. Please address the impact.**

Chapter 4

4.1 Existing Conditions The Merriam Specific Plan was developed in consideration of the existing natural resources ... This statement can not be realistic as to steep slopes, and sensitive habitats.

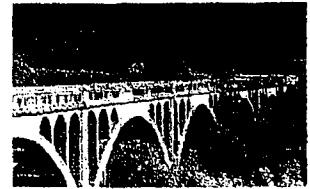
Contiguous Open Space Resources

How is the last sentence of the first paragraph considered as a open space resource? This is a working quarry on Twin Oaks Valley Road. This quarry has 100 trucks a day on the two lane road and has 75 years left on is permit.

Steep Slopes

Paragraph 2 – Some encroachment into steep slope land is necessary to create a consolidated development footprint.....**BCP page 52 Policies and Recommendations items 1- 6. How does this project ensure compatibility and support rural charm?**



Part 2 of 3 Attach J Page # 74**BONSALL COMMUNITY SPONSOR GROUP***Dedicated to enhancing and preserving a rural lifestyle*

Resource Conservation Areas – The Merriam SPA is located within the Merriam Mountains RCA... Please refer to BCP page 35 d and e as mentioned before.

Conservation & Open Space Plan please refer to the BCP page 35 through 40 for concern of natural habitat and preserved open space.

4.3 Conservation & Open Space Goal, Objectives and Policies – Objective CO-1 Protect designed natural open space areas while allowing compatible uses and Objective CO-3 Minimize encroachment into steep slope lands. Please refer to BCP pages 6 and 52.

Chapter 5

5.1 As part of the Merriam project the Regional Land Use Element Map is.... Bonsall will not support the shift of the boundary line to support the sphere of influence for the Cities of Escondido and San Marcos. We are a rural area of the County and not an urban city like Escondido or San Marcos and do not want city standards impacting a beautiful mountain range in North County.

Again the last paragraph of page 40 indicated that the Community Plan texts are being amended. Please correct this error as soon as possible. Our Community Plan does not support the goal of a variety of housing types to accommodate anyone we support estate size lots agriculture, ridgelines and the community's natural resources.

Existing Land Use in Merriam Mountains again on site is an abandoned quarry however National Quarries is located less than ¼ of a mile from the site with 100 trucks per day using Twin Oaks Valley Road.

Land Use Suitability

The land use suitability analysis, which guided the Specific Plan design, reviewed steep slopes... please review again BCP pages 6 and 52.

Steep Slopes once again BCP page 52 covers our Community goal.

Prehistoric and Historic Sites – **There are no historic sites on the property on page 32 of this document is a different answer to this question. Please inform BCSG as to the correct answer.**

Commercial The Specific Plan provides for 12.9 acres of neighborhood commercial within two planning areas near the I-15/Deer Springs Road intersection. What two planning groups? Bonsall does not have any commercial south of 76 nor do we want it. Again what two planning groups? Why is this statement included in this document?

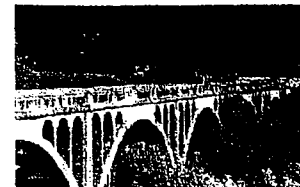
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**5.3 Planning Subareas**

The last paragraph of page 45 The Specific Plann allows dwelling units to be transferred between planning areas so long as the total maximum dwelling unit count is not exceeded in the SPA. Bonsall will not accept this as part of the SPA goal. We are an estate lot community and want to remain that according to our general plan.

.....

Page 58 Estate4 Residential Planning Area PA 20 This states that the density of 0.5 dwelling units per acre are permitted then why the statement in 5.3?

Chapter 6 Circulation Element

Deer Springs Fire Department and DPLU will be placing conditions on this project. One note Twin Oaks Valley Road is not a County road and does not have easement rights going north to Gopher Canyon.

6.3 Objective CE-1 Part of off site improvements need to include signals at the Gopher Canyon & I-15 Interchange to accommodate the traffic impact. Additional Park and Ride facilities also need to be developed at this Interchange.

Chapter 7 – Public Facilities Element

The County Water Authority is going forward with a water treatment plant adjacent to project site. Lines will go underneath the proposed entry roads as mentioned before. This is also a hazard for the area.

Objective PF-6 Ensure that wastewater... Policies PF-6.3 Sewer service for 10 homes in Bonsall is not Accepted, as mentioned before in comments.

Chapter 8 – Community Design Element**8.1 Existing Conditions**

How will the five separate watersheds be preserved?

On page 78 and 80 The landscape palette, lighting, benches and signage will create a serene, rural aesthetic character...Please review BCP page 8 regarding lighting in Bonsall. Benches and signage for 10 homes in Bonsall will not be approved.



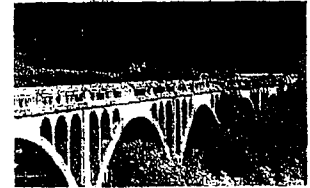
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8.4 Community Design Guidelines

These guidelines are intended to provide criteria by which to evaluate future development proposals in the community...This statement relates to the changes in the Community text and plan for future urban development.

Streetscape Plan, Neighborhood Entries and Secondary Community Entry into Bonsall will adhere to our Community Design and Review Guidelines not what is suggested in this document.

Site Lighting in Bonsall will adhere to the Bonsall Community Plan and the Community Design and Review Guidelines.

Slope plantings and recommended in the BCP page 8.

8.5 Community Design Goal, Objectives and Policies

Objective CD-1 Policies CD-1.1 and CD-1.2 please refer to page 82 of this document.

Chapter 9 Implementation 9.2 Development Approvals Required the second to the last sentence of this paragraph states that the Merriam Specific Plan shall prevail over the County development regulations or zoning standards.

Zone Reclassifications - Bonsall is concerned with the change from our current zoning to S88 and the concepts mentioned in this document such as more density into Bonsall change in sewer service and road changes through the Open Space.

Vesting Tentative Map The concern is that density could change and additional dwellings will appear in the Bonsall area. This relates to the statement on page 45 of this document.

Page 109 – Final Subdivision Maps These maps will generally be prepared and recorded separately for each Planning Area If recorded separately why combine in a single Final Map

9.3 Development Phasing The most critical aspect of development phasing in the SPA is availability of transportation...traffic will be a major issue for the entire region.

7



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Chapter 10-General Plan Conformance

10.1 General Plan Issues The last sentence of this paragraph The proposed amendment includes changes to the Regional Land Use Element map and the North County Metro and Bonsall Community Plan text and map.

Regional Land Use Element

Paragraph 2 Lands with the EDA designation are intended for low-density residential and agricultural uses. The EDA designation does, however permit clustering of dwelling units. This is not recommended in the Bonsall area.

Page 115 North County Metro and Bonsall Community Plan Amendment

The last two sentences need to be revised. The subregional and community plan text is to include detailed policies and objectives regarding the development of Merriasm Specific Plan.. Proposed text to be included within the North County Metro and Bonsall Community Plan is included in Chapter. 2.

The Bonsall Sponsor Group does not support any change in our Community text or map from this project/developer. We will accept the same procedure that all other SPA's in Bonsall have experienced.

Part II Regional Land Use Element

1.1 through 1.3 statements are not correct. The document does not make any reference to affordable housing nor are any financial documents to support affordable housing included.

Other relevant goals of the Land Use Element

2.1 through 3.1 can not be balanced with any reason. This density is urban and will impact negatively the entire Merriam Mountain Range.

Specific Plan Consistency, the entire area is currently impacted with sensitive habitats, wetlands and Ridgelines. Two high quality riparian areas streams oak woodlands coastal sage and chaparral do not need to be impacted. Not all sensitive areas of the County need to be mitigated and developed into urban high density communities.

Part VI Scenic Highway Element

The first paragraph is very misleading as Twin Oaks Valley Road may be designated as a Third Priority Scenic Route years ago but the County does not have easement rights to this road and it is not a public through road. The person that owns the property in question has a gate on his property and closes it at will.



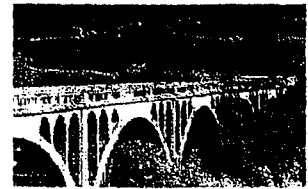
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Part VII Public Safety Element

The County water Authority is developing a treatment plant next to the project site and will be using hazardous material in the pipe line that goes across the property and under both entry roads to the project.

Part X Conservation Element

Chapter 2 – Specific Plan Consistency – the last sentence – The proposed open space lands connect to the San Marcos Mountains Resource Conservation Area which is adjacent to Merriam. Please refer to the BCP on page 35 d and e plus comments that identify this area as a resource Conservation Areas and requires special attention in order that it may be preserved or conserved for long-term managed utilization by future generations.

On page 132 Specific Plan Consistency. The Merriam Mountains project will only "protect" 65.5% And impact all of the wild life corridors.

Page 133 Specific Plan Consistency – Bonsall does not support the 100 x 100 pad size and recommends a change in this part of the document.

Circulation

Goal – Mass transit in this area of Bonsall is not recommended and will not be supported by the circulation element.

Sewer and Water Facilities – Policy 3 Sewer in this part of Bonsall is not recommended nor will it be supported.

Conservation – General Policy 1 – c. Application of special land use controls such as cluster zoning consistent with the Bonsall Community Plan Land Use Element policies, large lot zoning, scenic or natural resources preservation plan designations and zones. This is not consistent with Page 133 Specific Plan Consistency.

Page 138 Policy 3 Preserve ridgelines by buildings... should read Preserve all ridgelines.

Page 139 The first sentence that states amending the text once again. Please correct.

Specific Plan Consistency: The Specific Plan is... the plan is not consistent with the Bonsall Community Plan and this statement needs to be corrected.

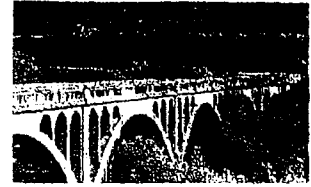
Residential - Specific Plan Consistency:.. The Specific Plan allows for an overall density of 1.03 dwelling units per acreThis should not included the area in Bonsall as our density is not 1.03.

9



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Page 141 Public Facilities item 1 The Specific Plan shall include.....again Bonsall does not support sewer in this region of our Community.

Page 8-96 Private Garages and Carports, Attached. This paragraph does not apply to as 2000 Square feet or 25% of the living area is not reasonable for a 2 acre lot.

Margarette Morgan, Chair
Bonsall Community Sponsor Group

(10)



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